PORT OF HOOD RIVER COMMISSION
Tuesday, February 21, 2017
Marina Center Boardroom

4:00 P.M.

Joint Work Session with Port of Cascade Locks Board of Commissioners

Joint public work session with the Board of Commissioners of the Port of Cascade Locks. Invitees include: Jess Groves, President; Brad Lorang, Vice President; Joeinne Caldwell, Secretary/Treasurer; Dean Bump, Commissioner; and John Stipan, Commissioner. Discussion topics will include: Proposed Legislation; Title 23 Briefing; Transportation Projects Funding Requests; Tolling Technology; FASTLANE II update; Region 1 ACT; OneGorge; and City, County, Ports Collaboration.

5:30 P.M.

Regular Session Agenda

1. Call to Order
   a. Modifications, Additions to Agenda

2. Public Comment (5 minutes per person per subject; 30 minute limit)

3. Consent Agenda
   a. Approve Minutes of February 7, 2017 Regular Session *(Laurie Borton – Page 3)*
   b. Approve Accounts Payable to Jaques Sharp in the Amount of $8,140.00 *(Fred Kowell – Page 7)*

4. Reports, Presentations and Discussion Items
   a. Bridge 30-Year Model and Near-Term Work Plan Update *(Michael McElwee – Page 11)*
   b. Bridge Replacement Project Update *(Michael McElwee, Genevieve Scholl – Page 15)*
   c. Financial Report for the Six Months Ended December 31, 2016 *(Fred Kowell - Page 45)*

5. Director's Report *(Michael McElwee – Page 51)*

6. Commissioner, Committee Reports
   a. Marina Committee (Feb. 16) *(Brian Shortt)*

7. Action Items
   a. Rescind Personal Services Contract with Kapsch TrafficCom IVHS, Inc. for Replacement of IDRIS and ETC Systems Approved December 13, 2016 *(Fred Kowell – Page 55)*
   b. Approve Contract with Griffin Construction for Installation of Bifold Door on the Maintenance Hangar at the Airport Not to Exceed $30,130 *(Anne Medenbach – Page 57)*
   c. Approve Contract with Vista GeoEnvironmental for Engineering Services Related to Wetland Mitigation at the Lower Mill and Airport Not to Exceed $39, 150 *(Anne Medenbach – Page 72)*

8. Commission Call

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9. Executive Session under ORS 192.660(2)(e) Real Estate Negotiations

10. Possible Action

11. Adjourn

If you have a disability that requires any special materials, services, or assistance, please contact us at 541-386-1645 so we may arrange for appropriate accommodations.

The chairperson reserves the opportunity to change the order of the items if unforeseen circumstances arise. The Commission welcomes public comment on issues not on the agenda during the public comment period. With the exception of factual questions, the Commission does not immediately discuss issues raised during public comment. The Commission will either refer concerns raised during public comment to the Executive Director for a response or will request that the issue be placed on a future meeting agenda. People distributing copies of materials as part of their testimony should bring ***10 copies****. Written comment on issues of concern may be submitted to the Port Office at any time.*

Port of Hood River Commission
Meeting Minutes of February 7, 2017 Regular Session
Marina Center Boardroom
5:00 P.M.

THESE MINUTES ARE NOT OFFICIAL until approved by the Port Commission at the next regular meeting.

Present: Commissioners Jon Davies, Brian Shortt, and Hoby Streich; Legal Counsel Jerry Jaques; from staff, Michael McElwee, Fred Kowell, Anne Medenbach, Genevieve Scholl, and Laurie Borton

Absent: Commissioners Fred Duckwall and Rich McBride
Media: None

1. CALL TO ORDER: President Shortt called the Regular Session meeting to order at 5:00 p.m.
a. Modifications, Additions to Agenda: None.

2. PUBLIC COMMENT: Linda Maddox referenced a Waterfront Parking Plan email from Gary Bushman in the January 24, 2017 meeting minutes stating she had spoken to Executive Director Michael McElwee about the email. Maddox also commented on the pending retirement of Laurie Borton and thanked Borton for her help over the years.

3. CONSENT AGENDA:
a. Approve Minutes of January 24, 2017 Regular Session

Motion: Move to approve Consent Agenda.
Move: Streich
Second: Davies
Vote: **Aye:** Davies, Shortt, and Streich
Absent: Duckwall and McBride
MOTION CARRIED

4. REPORTS, PRESENTATIONS AND DISCUSSION ITEMS:
a. Stafford Bandlow Engineers Final Report on Lift Span Mechanics-- Paul Bandlow, Gareth Rees, and Ralph Giernacky were available by speaker phone to provide an overview and answer questions related to the Stafford Bandlow Engineering (SBE) and Wiss Janney Elstner Associates (WJE) analyses and associated findings of the lift span's mechanical and electrical systems studies conducted late last year that were outcomes of the suspected allision investigation and subsequent insurance claim. The reports provided recommendations and cost estimates that will result in further refinement discussions with SBE in the next couple of months for a prioritized project list that will be brought back to the Commission for the upcoming budget cycle. Shortt thanked Bandlow, Reese, and Giernacky for their east coast time zone participation via conference call and stated the reports provided valuable 'legacy' information for future staff and commissions.

b. HDR Bridge Seismic Vulnerability Study Report-- David McCurry provided a seismic vulnerability assessment PowerPoint presentation which included potential approaches and costs for retrofit options that will be further refined; i.e. what is reasonable and what is feasible, as the report is finalized. McCurry emphasized the need to have discussions with various entities in the Gorge addressing the vulnerabilities should there be damage or loss of function in the event of an earthquake with an overarching goal to improve community resiliency as the bridge provides a vital infrastructure link for the economic viability of the region's industries, community livability, and access for public health and safety. McCurry stated the he would look into Washington State's resiliency plan and provide staff with this information. Shortt recommended adding language to 'white papers' that are being developed for legislative discussions.

c. HRYC Management of South Basin Dock-- Lance Staughton, Hood River Yacht Club, provided a report on the Club's management of portions of the dock since the lease was approved last May. Shoulder season usage of some slips did not materialize as anticipated and a sublease to a pair of 20-ft. outrigger canoes was rescinded due to risk of damage to the canoes and other watercraft. In general, however, Staughton reported the South Basin Dock saw

greater activity in 2016 spread over much more of the year than in the past. Staughton reported the Club is excited to be part of the growing marina community and would like to extend the lease for 2017 but proposed eliminating three slips. An amendment to the lease, which expires April 30, will be discussed in further detail at staff level.

5. DIRECTOR'S REPORT: McElwee reported the Facilities staff is prepared for another round of winter storms; Stu Watson started work the end of January as the Interim Waterfront Coordinator (a position that is expected to have a 3-5 month duration); Laurie Borton will be retiring effective March 1; and the dates of March 21 and April 18 have been set respectively for Spring Planning and Budget Committee meetings. A Marina Committee meeting is scheduled for February 16. Three applications for water service at the Lower Mill site were prepared; Anne Medenbach, Property & Development Manager, attended a Crystal Springs Water District board meeting and because the water district needs to provide a 90-day public notice prior to approving SDC fees (system development charges) a final decision is not expected before May. Two legislative bills related to bridge replacement efforts that were presented to the Commission on January 24 were issued in Salem on February 2 for the 2017 Regular Session of the 79th Oregon Legislative Assembly (House Bill 2749 and 2750). Representative Mark Johnson and Senator Chuck Thomsen are primary sponsors of the bills. McElwee reported he would be in Salem on February 15 to meet with various legislators seeking support. In an effort to better inform the community, newspaper Op Ed and Port newsletter pieces are being prepared and letters of support will be requested from regional businesses to garner support for the legislation.

6. COMMISSIONER, COMMITTEE REPORTS:

a. **Airport Advisory Committee--** Fred Kowell, Chief Financial Officer, provided a report on the January 26 meeting in which runway, TacAero, and WAAAM updates were provided.

7. ACTION ITEMS:

a. Approve Contract with Schott & Associates for Wetland Delineation and Permitting Services at the Lower Mill Site in the Amount of ~~$11,500~~ $11,100: Schott & Associates will lead the wetland permitting process for the Lower Mill. Medenbach reported tasks included in the contract were the delineating the adjacent property wetland and submitted the report to the Department of State Lands (DSL); preparing and submitting the wetland fill and mitigation permit to DSL and U.S. Army Corps of Engineers (Corps); and responding to questions and comments from, and coordinating with DSL, the Corps, and project engineer regarding both the delineation and permit application. Medenbach also commented that an initial conversation with the permitting agency will occur prior to permit submittal.

Motion:	Move to authorize contract with Schott & Associates for ecology services at the Lower Mill in an amount not to exceed $11,100 subject to legal counsel review.
Move:	Davies
Second:	Streich
Vote:	**Aye:** Davies, Shortt, and Streich
	Absent: Duckwall and McBride

MOTION CARRIED

b. Approve Contract with Vista GeoEnvironmental for Wetland Design, Engineering Services at the Lower Mill Site and Airport in the Amount of $36,900: This item for civil engineering services to prepare grading plans for wetland mitigation at the Lower Mill site and soil placement of approximately 20,000 CY at the Ken Jernstedt Airfield was tabled until results of the Schott & Associates work authorized under Action Item 7a is known.

c. Approve Contract with Kevin Cooley for Jensen Building Roof Design Services in the Amount of $10,900: Medenbach reviewed tasks associated with the scope of work for the aging Jensen Building roof. A potential contract add-on for an analysis of load support for a solar array would push the project into next year's budget; however, McElwee commented this could be brought back to the Commission as a contract amendment if necessary.

Motion: Move to authorize contract with Kevin Cooley for architectural and specification services for the Jensen Building reroof project in an amount not to exceed $10,900 subject to legal counsel review.
Move: Streich
Second: Davies
Vote: **Aye:** Davies, Shortt, and Streich
Absent: Duckwall and McBride
MOTION CARRIED

8. COMMISSION CALL: Davies complimented McElwee for his "State of the Port" presentation at the Hood River Rotary Club presentation and February 2 and said it was a great bandwidth of information. Streich congratulated Borton on her March 1 retirement. Shortt thanked staff for moving a variety of projects along, from bridge legislation, to properties, to finances.

9. EXECUTIVE SESSION: Regular Session was recessed at 7:55 p.m. and the Commission was called into Executive Session under ORS 192.660(2)(e) Real Property Transactions.

10. POSSIBLE ACTION: The Commission was called back into Regular Session at 8:03 p.m. and the following action was taken as a result of Executive Session.

Motion: Move to approve lease with CRY Consulting for 207 square feet of office space at 205 Wasco Loop.
Move: Davies
Second: Streich
Vote: **Aye:** Davies, Shortt, and Streich
Absent: Duckwall and McBride
MOTION CARRIED

11. ADJOURN: The meeting was adjourned at 8:03 p.m.

Respectfully submitted,

_____
Laurie Borton

ATTEST:

_____
Brian Shortt, President, Port Commission

_____
Jon Davies, Secretary, Port Commission

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CONSENT

Commission Memo

Prepared by: Fred Kowell
Date: February 21, 2017
Re: Accounts Payable Requiring Commission Approval

Jaques Sharp **$8,140.00**

Attorney services per attached summary

TOTAL ACCOUNTS PAYABLE TO APPROVE **$8,140.00**

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CONSENT

JAQUES SHARP
ATTORNEYS AT LAW

205 3RD STREET / PO BOX 457
HOOD RIVER, OR 97031
(Phone) 541-386-1311 (Fax) 541-386-8771

CREDIT CARDS ACCEPTED

RECEIVED
FEB 09 2017
BY:

HOOD RIVER, PORT OF
1000 E. PORT MARINA DRIVE
HOOD RIVER OR 97031

February 06, 2017
Account No: PORTOHaM

Previous Balance	Fees	Expenses	Advances	Payments	Balance
MISCELLANEOUS MATTERS JJ					
180.00	580.00	0.00	0.00	-180.00	$580.00
CONSTRUCTION CONTRACT					
0.00	300.00	0.00	0.00	0.00	$300.00
LEASE (Pfriem Brewing)					
0.00	20.00	0.00	0.00	0.00	$20.00
ODELL PROPERTY (Robert Hanel)					
0.00	380.00	0.00	0.00	0.00	$380.00
EXPO SITE DEVELOPMENT (Key Development;Pickhardt)					
100.00	0.00	0.00	0.00	-100.00	$0.00
BRIDGE SOFTWARE (P Square Solutions)					
1,780.00	0.00	0.00	0.00	-1,780.00	$0.00
AIRPORT HANGER LEASE (Gorge Leasing Co/SDS Lumber)					
0.00	20.00	0.00	0.00	0.00	$20.00
LEASE (Cloud Cap Technology)					
0.00	20.00	0.00	0.00	0.00	$20.00

HOOD RIVER, PORT OF

Februar
Account No: POI

Previous Balance	Fees	Expenses	Advances	Payments	Balance
BRIDGE SPAN GUIDE REPLACEMENT CONTRACT					
0.00	20.00	0.00	0.00	0.00	$20.00
BRIDGE REPLACEMENT 2016 (ODOT/WDOT)					
820.00	3,460.00	0.00	0.00	-820.00	$3,460.00
AIRPORT DEVELOPMENT (Tac-Aero)					
1,400.00	20.00	0.00	2,364.50	-3,764.50	$20.00
PROPERTY SALE (Neal Creek Forest Products, LLC)					
20.00	60.00	0.00	0.00	-20.00	$60.00
CRUISE SHIP DOCK AGREEMENT					
0.00	480.00	0.00	0.00	0.00	$480.00
LEASE (Scorpius KTM, LLC & William Sullivan)					
0.00	20.00	0.00	0.00	0.00	$20.00
TOLLING SYSTEM UPGRADE (Kapsch Traffic Com Corp)					
1,040.00	2,720.00	0.00	0.00	-1,040.00	$2,720.00
AIRPORT LIGHTS (Airside Solutions Inc)					
120.00	20.00	0.00	0.00	-120.00	$20.00
MARINA FUEL CONTRACT (HR Chevron)					
0.00	20.00	0.00	0.00	0.00	$20.00
5,460.00	8,140.00	0.00	2,364.50	-7,824.50	$8,140.00

THIS STATEMENT REFLECTS SERVICES PROVIDED AND PAYMENTS RECEIVED THROUGH THE 31ST OF JANUARY UNLESS OTHERWISE STATED *(10)*

Commission Memo

Prepared by: Genevieve Scholl
Date: February 21, 2017
Re: Bridge 30-Year Work Plan Update

Bridge engineering firm HDR has updated the Port's 30-Year Work Plan for capital improvements to the Hood River/White Salmon Interstate Bridge. Staff will present the firm's draft recommendations.

RECOMMENDATION: Informational.

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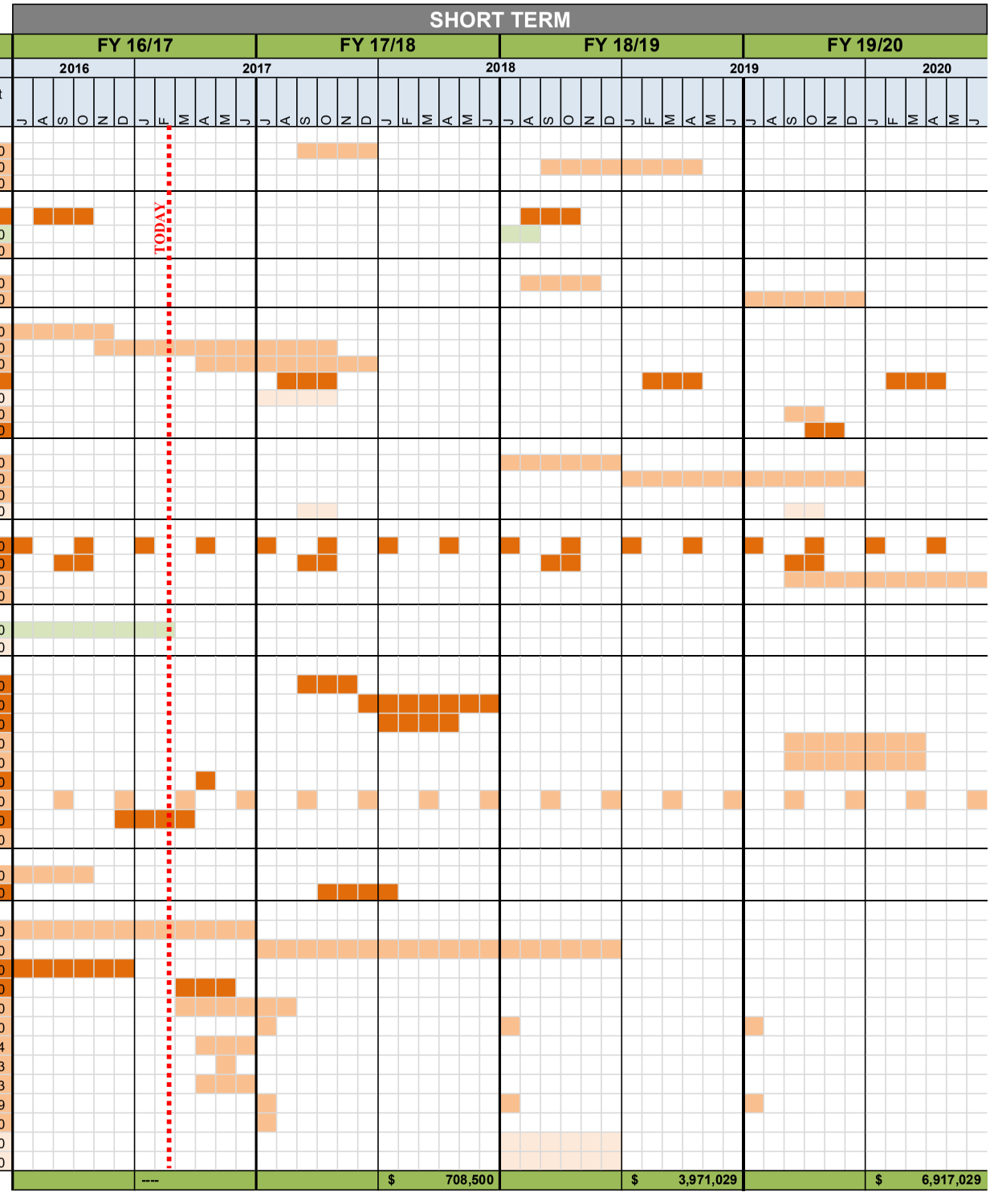
HOOD RIVER - WHITE SALMON BRIDGE

SHORT & LONG-TERM PLAN (30-YEARS: 2016 - 2046)

DRAFT 2/17/2017

Bridge Component Group		Project (Scope of Work)	Status	Anticipated Start Date	Expected Duration	Resource	Estimated Cost (2017 Dollars)
Approach Structures	1A	OR Approach Spans Insp. & Engineering	Anticipated	Sep-17	4 mos.	Engineer	$ 38,000
	1B	OR Approach Spans Rehabilitation	Anticipated	Sep-18	8 mos.	Engineer	$ 229,000
	7	WA Approach Spans Rehabilitation	Predicted	Jul-25	18 mos.	Contractor	$ 3,723,000
Foundations (Subsurface)		ODOT Underwater Inspections	Ongoing	Biennially	3 mos.	ODOT	$ -
		Underwater Pier/Footing Imaging	Anticipated	Jul-18	2 mos.	Engineer	$ 90,000
		Foundation Scour Repairs	Predicted	2028	9 mos.	Contractor	$ 300,000
Substructure (Piers)	2A	Pier Cap Concrete Inspections & Engineering	Anticipated	Aug-18	4 mos.	Engineer	$ 42,000
	2B	Pier Cap Concrete Rehabilitation	Predicted	Jul-19	6 mos.	Contractor	$ 347,000
Super-structure (Steel Trusses)		Aux. Truss Eng. Analysis and Bid Docs.	Complete	Jul-16	12 mos.	Engineer	$ 90,000
		Aux. Truss Eng. Services During Construction	Underway	Oct-16	12 mos.	Engineer	$ 65,000
		Auxiliary Truss Connection Repairs	Anticipated	Apr-17	9 mos.	Contractor	$ 436,000
		ODOT Fracture Critical Inspections	Ongoing	Biennially	3 mos.	ODOT	$ -
		Gusset Plate Evals. (Desktop/Triage Method)	Anticipated	Jul-17	3 mos.	Engineer	$ 50,000
		Misc. Steel Repairs Inspection and Engineering	Predicted	Sep-19	2 mos.	Engineer	$ 15,000
		Misc. Steel Repairs in the Field	Predicted	Oct-19	2 mos.	In-House	$ 50,000
Paint Systems	3A	Bridge Painting - Engineering	Anticipated	Jul-18	6 mos.	Engineer	$ 387,000
	3B	Bridge Painting - Lift Span	Anticipated	Jul-19	9 mos.	Contractor	$ 4,419,000
	6	Targeted Steel Truss Painting Project	Predicted	Jul-25	12 mos.	Engr./Contr.	$ 5,809,000
		Pressure wash steel truss	Ongoing	Sep-18	Biennally	In-House	$ 50,000
Deck Systems & Railing		Deck Weld Cracking On-Going Repairs	Complete	Semi-annual	Recurring	In-House	$ 10,500
		Replace Guard Rail Segments	Ongoing	Sep-18	Annually	In-House	$ 20,000
	4	Bridge Rail Replacement	Anticipated	Sep-19	12 mos.	Engr./Contr.	$ 2,694,000
	5	Open Grid Steel Decking Replacement	Predicted	Jul-24	24 mos.	Engr./Contr.	$ 10,955,000
Seismic Resiliency		Seismic Vulnerability Screening Memo	Complete	May-16	6 mos.	Engineer	$ 30,000
	9	Phase 1 Seismic Retrofit (Step-wise Appr.)	Predicted	Jul-33	48 mos.	Engr./Contr.	$ 16,000,000
Lift Span		Inspect Primary Reducers	Anticipated	Sep-17	3 mos.	Engineer	$ 50,000
		Rehabilitate Span Drive Motors/Controls	Anticipated	Jul-17	7 mos.	Engr./Contr.	$ 250,000
		Skew System Updgrades	Anticipated	Jan-18	4 mos.	Engr./Contr.	$ 240,000
		Lift Span Electrical Rehabilitation	Anticipated	Jan-19	4 mos.	Engr./Contr.	$ 750,000
		Lift Span Span Drive Machinery Rehabilitation	Anticipated	Jan-19	4 mos.	Engr./Contr.	$ 750,000
		Bridge Seating Repair	Underway	Apr-16	1 mos.	In-House	$ 5,000
		Periodic Lift Span Maintenance	Underway	Ongoing	Quarterly	In-House	$ 20,000
		Trunnion Analysis	Complete	Dec-16	2 mos.	Engineer	$ 100,000
	8	Lift Span M&E Rehabilitation	Predicted	Jul-30	36 mos.	Engineer	$ 4,000,000
Misc. Other		Comprehensive Signage Plan	Complete	Jul-16	4 mos.	ODOT	$ 100,000
		Overweight Truck Enforcement Plan	Underway	Jul-15	4 mos.	In-House	$ 10,000
Tolling Systems		Tolling Upgrade Engineering Support	Underway	Jul-16	12 mos.	Engineer	$ 75,000
		Tolling Upgrade Infrastructure Engineering	Anticipated	Jul-17	18 mos.	Engineer	$ 100,000
		Phase 1 – System Analysis and Design of Lane Cor	Complete	Jan-16	12 mos.	Vendor	$ 26,640
		Phase 2 – Back office System Replacement	Anticipated	Mar-17	3 mos.	Vendor	$ 194,000
		Phase 3 – Lane controller Integration	Anticipated	Mar-17	6 mos.	Vendor	$ 56,000
		Phase 4 – System Maintenance and Project Manag	Anticipated	Jul-17	Annually	Vendor	$ 8,640
		ETC Hardware	Anticipated	Apr-17	3 mos.	Vendor	$ 38,304
		Installation, Testing and Commissioning	Anticipated	May-17	1 mos.	Vendor	$ 137,583
		In-Lane Loops Replacement	Anticipated	Apr-17	3 mos.	Vendor	$ 63,303
		ETC Hardware Maintenance	Anticipated	Jul-17	1 mos.	Vendor	$ 42,389
		Transponders (sticker tags)	Anticipated	Jul-17	1 mos.	Vendor	$ 31,250
		Violation Enforcement System	Anticipated	Jul-17	6 mos.	Vendor	$ 357,000
		Weigh-In-Motion System	Anticipated	Jul-18	6 mos.	Vendor	$ 555,000
							$ 16,000,000



							$ 708,500
							$ 3,971,029
							$ 6,917,029

RESOURCE KEY:		WORK IMPORTANCE KEY:	
In-House	Work done by POHR staff	***Essential***	High probability of occurrence | required to continue safe and continuous bridge operation.
Engineer	Professional consultant services need	***Priority***	Medium to high probability | needed to prevent bridge service disruption.
Contractor	3rd-party specialty or general contractor	***Recommend***	Low to medium probability | needed to maintain operating efficiency and ensure safety.
Vendor	3rd-party specialty or general vendor for technology	***Elective***	Non-essential work | will improve safety, enhance service, increase efficiency, or planning/study.

REPORTS

HOOD RIVER - WHITE SALMON BRIDGE

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DRAFT 2/17/2017

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SHORT TERM (Fiscal / Calendar: FY 16/17, 2016–2017; FY 17/18, 2017–2018; FY 18/19, 2018–2019; FY 19/20, 2019–2020; months J A S O N D J F M A M J; TODAY marked at F 2017)

FY 16/17	FY 17/18	FY 18/19	FY 19/20
----	$ 708,500	$ 3,971,029	$ 6,917,029

LONG TERM

20	21	22	23	24	25	26	27	28	29	30	31	32	33
$ 39,140	$ 78,640	$ 39,140	$ 78,640	$ 39,140	$ 5,556,140	$ 5,556,140	$ 2,943,640	$ 2,943,640	$ 78,640	$ 1,333,333	$ 1,333,333	$ 1,333,333	$ 4,000,000

34	35	36	37	38	39	40	41	42	43	44	45	46
$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 39,140	$ 78,640	$ 39,140	$ 78,640	$ 39,140	$ 78,640	$ 39,140	$ 78,640	$ 39,140	$ 78,640

(14)

RESOURCE KEY:

In-House	Work done by POHR staff
Engineer	Professional consultant services need
Contractor	3rd-party specialty or general contractor
Vendor	3rd-party specialty or general vendor for technology

WORK IMPORTANCE KEY:

Essential	High probability of occurrence | required to continue safe and continuous bridge operation.
Priority	Medium to high probability | needed to prevent bridge service disruption.
Recommend	Low to medium probability | needed to maintain operating efficiency and ensure safety.
Elective	Non-essential work | will improve safety, enhance service, increase efficiency, or planning/study.

Commission Memo

Prepared by: Genevieve Scholl
Date: February 21, 2017
Re: Bridge Replacement Project Update

There is continued uncertainty about award notifications and timelines for the FASTLANE II federal transportation funding grant cycle as the new administration and newly appointed and confirmed Secretary of Transportation Elaine Chao have not yet announced their plans for the pending applications. Hal Heimstra of Summit Strategies, the Port's D.C. advocate, anticipates applicants in this round may be asked to provide new information to describe project benefits related to new criteria or metrics. Staff will update the Commission on our application status as soon as new information is received.

Meanwhile, staff has focused efforts toward the Oregon legislature, seeking state support in accomplishing two main goals during the 2017 session:

1. Modifying ORS 383 and 381 to provide clear statutory authority for the Port to pursue the development and construction of a replacement bridge under either a public or public/private funding model. Current statutes clarify ODOT's authority to enter a public/private tollway partnership but are ambiguous in this regard for the Port. The Port supports HB 2750.

2. Providing $5 million in funding that allows the Port to complete pre-development environmental and design work, making the construction project ready and eligible for available federal funding or an innovative public/private funding model. The Port supports the use of new transportation project revenue or funds allocated through HB 2749.

To support these efforts, staff has prepared the attached "White Paper" and legislative fact-sheet with support from Steve Siegel and Thorn Run Partners for distribution to agency staff and policy makers potentially involved in the approval process for these bills; and for the bridge replacement project itself going forward. Commission feedback on these drafts is invited.

Additionally, Thorn Run arranged numerous meetings with legislators (see attached itinerary) for Michael McElwee February 15. The meetings were overall very positive, with several key legislators suggesting realistic pathways forward to approval of the two bills.

Next steps include solicitation of letters of support for the legislation and funding request from stakeholders and launch of regional public awareness campaign.

RECOMMENDATION: Informational.

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THORN RUN PARTNERS
GOVERNMENT RELATIONS

Port of Hood River Legislative Meetings

Wednesday, February 15, 2017
9:00 AM – 5:00 PM

8:45 - 9:00 AM	**Meet w/ Thorn Run Team**	*Café (Basement)*
9:00 - 9:15 AM	**Rep. Cliff Bentz**	*H-475*
9:30 - 9:45 AM	**Rep. Mark Johnson**	*H-489*
9:45 - 10:00 AM	**Rep. Mark Meek**	*H-285*
10:15 - 10:30 AM	**Sen. Chuck Thomsen**	*S-316*
10:30 - 10:45 AM	**Sen. Rod Monroe**	*S-409*
11:00 - 11:15 AM	**Sen. Chuck Riley**	*S-303*
11:15 - 11:30 AM	**Rep. Andy Olson**	*House Floor Lobby*
11:45 AM - 12:00 PM	**Sen. Kathleen Taylor**	*S-423*
1:00 - 1:15 PM	**Rep. Carl Wilson**	*S-390*
1:30 - 1:45 PM	**Rep. Caddy McKeown**	*H-476*
2:00 - 2:15 PM	**Rep. John Lively**	*H-488*
2:30 - 2:45 PM	**Rep. Ron Noble**	*H-376*
2:45 - 3:00 PM	**Rep. Susan McLain**	*H-477*
3:00 - 3:15 PM	**Rep. Greg Barreto**	*H-384*
4:00 - 4:15 PM	**Sen. Brian Boquist**	*S-311*
4:45 - 5:00 PM	**Sen. Lee Beyer**	*S-411*

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HOOD RIVER/WHITE SALMON INTERSTATE BRIDGE REPLACEMENT PROJECT

Presented by:

PORT OF HOOD RIVER
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February 14, 2017

HOOD RIVER/WHITE SALMON INTERSTATE BRIDGE REPLACEMENT PROJECT

PURPOSE

This document describes the critical need to replace the Hood River/White Salmon Interstate Bridge ("Bridge") in the next 10 years, and a way forward. The Bridge is publicly owned and critical to the economy of the Columbia River Gorge region, linking more than 28 communities and hundreds of businesses on both sides of the Columbia River. Due to its age and deficiencies, the Bridge must be replaced to continue its vital role in the regional freight network. However, because the facility is located in two states, owned and operated by the Port of Hood River, and costly to reconstruct, replacement efforts require extraordinary cooperation between state, federal, and local agencies.

This document describes a practical approach to developing the replacement bridge that addresses these complexities. It begins by explaining the history, condition, and public agency context of the Bridge and identifying the opportunities and organization that could lead to successful replacement. Two critical elements are required to move the project forward:

- Modifications to the Port's statutory authorities relating to bridge replacement.
- State funding to complete the next crucial steps to position the bridge replacement project for federal funding under the FAST Act or a Public/Private Partnership (P3).

OVERVIEW & HISTORICAL CONTEXT

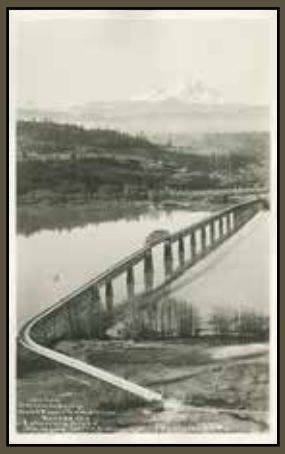
The Hood River/White Salmon Interstate Bridge provides interstate crossings over the Columbia River connecting the Oregon community of Hood River with the cities of Bingen and White Salmon in Washington. A National Highway System ("NHS") facility, the Bridge is recognized as a Critical Rural Freight Corridor by the Washington State Department of Transportation. Annually, more than 4 million vehicles cross the bridge, with an average 3.5% annual increase.

Leslie Butler driving the last spike in the wooden bridge deck December 6, 1924.

The nearly mile-long bridge was built by the Oregon-Washington Bridge Company ("Company") and opened to the public on December 9, 1924. In 1937, the U.S. Secretary of War notified the Company that the fixed channel span would be required to be converted to a lift span to accommodate the completion of the Bonneville Dam and subsequent raised water level. The Bonneville Dam was completed in 1938 and the bridge was virtually rebuilt at this time. In

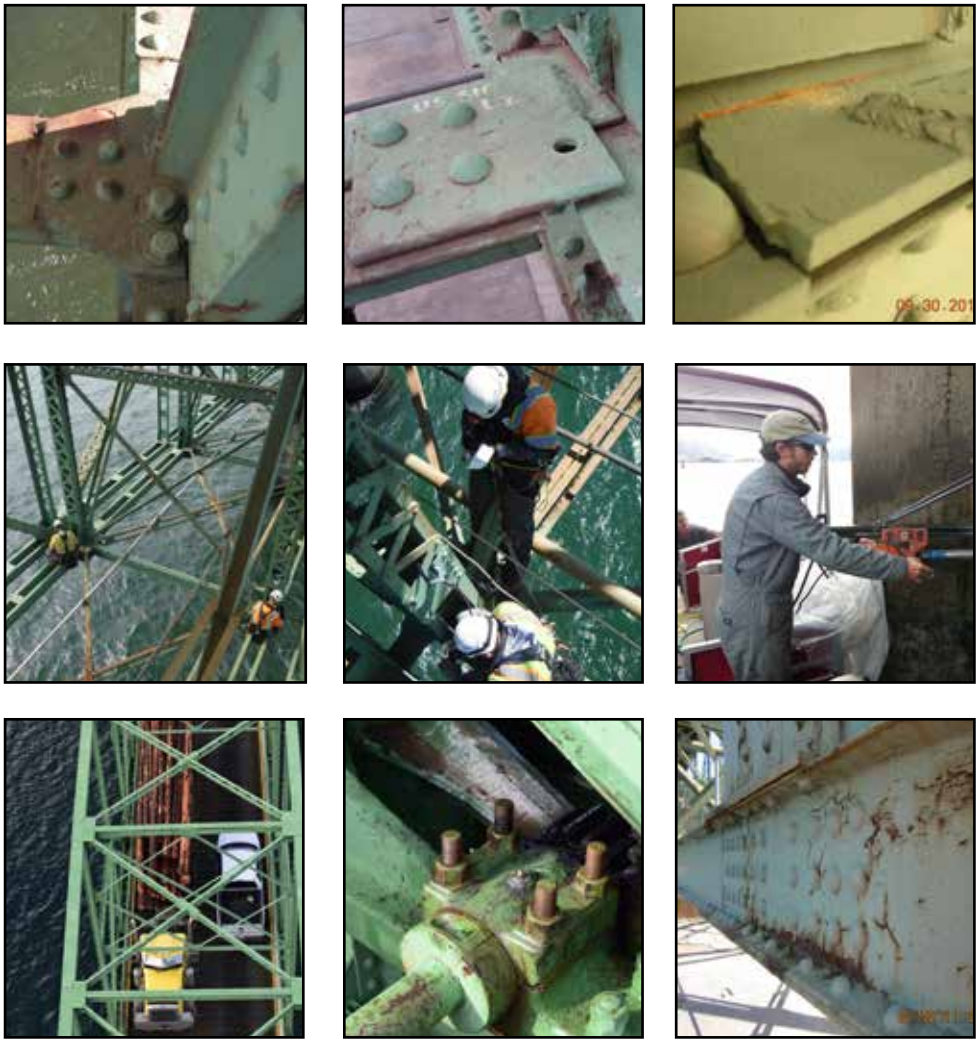
A CRITICAL LINK IN THE REGIONAL INFRASTRUCTURE

The Hood River/ White Salmon Interstate Bridge provides one of only three Columbia River crossings in the 85-mile stretch of the Columbia River Gorge National Scenic Area (NSA). The Bridge connects Interstate-84, OR Hwy 30, and OR Hwy 35 in Oregon with SR-14 in Washington. The 28 bi-state communities along the river are connected by only three bridges, each located more than 20 miles apart, with the Hood River Bridge situated centrally.



1949, the Oregon legislature enacted a law permitting the acquisition or construction of interstate toll bridges b , certain municipalities including ports. The Port of Hood River purchased the Bridge on December 12, 1950 and has operated, maintained, and improved it since then for the public benefit. The Port of Hood River is a public agency, authorized by ORS 777 to provide economic development, recreation facilities, and aviation and transportation facilities for the public good. The Port's ownership of the Bridge is based on its mission to initiate, promote and maintain quality of life and a healthy economy throughout the Port District and the Columbia River Gorge. *Please see* ***Appendix B: Historical Context*** *for more background information.*

The Bridge is the hub of the regional economy. If the Bridge persists into decay or requires further weight or travel restrictions, that economy will be severly impacted. The Port of Hood River has invested over $24 million in capital improvements and repairs to keep the existing bridge safe and operational over the last 20 years. However, parts of the steel truss bridge structure are more than 92 years old, and much of the rest is over 80. Simply put, the Bridge is nearing the end of its serviceable life. Although significant steps toward replacement have been accomplished, it is imperative that efforts continue in earnest so that construction of a new, replacement bridge can occur within 10 years. The Bridge is a toll bridge and toll revenues are used for ongoing capital improvements, needed repairs, and maintenance. But toll revenues cannot cover most of the cost of building a replacement bridge – federal or state grants or private equity will be needed to fund reconstruction.



The Port has identified a work plan and organization to pursue a bridge replacement project. The process allows both ODOT and WSDOT to lend their partnership, expertise, and support and to join Gorge regional transportation partners in fulfilling the critical need to replace the bridge before it reaches the end of its serviceable life.

WHY THE BRIDGE MUST BE REPLACED

The bridge has served as an economic engine for the Mid-Columbia Region for many years, enabling transport of goods and services, tourism, emergency response, and worker commute across this mile-wide stretch of the Columbia. However, the Bridge was built at a time when cattlemen used the bridge to herd their animals across the river and the most common motor vehicle was a Ford Model A. There are significant and increasingly important reasons why the next series of steps must be taken to ensure that the Bridge is replaced within the next decade:

- The Bridge is **seismically deficient** and might not withstand even a moderate seismic event. This presents a major risk to marine freight transport on the federal inland waterway and also emergency response.

- The Bridge is **functionally obsolete** with a sufficiency rating of 49.8. The steel deck is significantly under-sized for vehicle freight crossings, with only two very narrow (9′ 4.75″wide), shoulder-less travel lanes. The bridge is weight restricted to 80,000 GVW, yet remains a primary freight route on the National Highway System and is designated in Washington as a Critical Rural Freight Network facility. Regional vehicle freight companies use the Bridge for movement of locally grown fruit and forest products as well as rock and gravel and locally manufactured products such as glass windows and doors and aviation technology components.

- The Bridge has **no bicycle/pedestrian facilities** and cannot support the addition of such facilities.

- The Bridge creates a **significant bottleneck for traffic and emergency response** during weather or other incident-caused closures of the I-84 freeway occurring on average twice a year. Whenever freeway closures occur, the Bridge becomes essentially part of the interstate highway system, accommodating detoured freeway traffic in both directions.

  During the June 3, 2016 oil train derailment in nearby Mosier, Oregon that resulted in a fire and a full closure of Interstate 84 at Exit 64 in Hood River, the Bridge accommodated detoured freeway traffic in both directions for nearly 12 hours. The narrow, shoulder-less travel lanes on the Bridge created a choke point that backed up traffic for more than 20 miles in all directions as large trucks, busses, and emergency response vehicles had to carefully negotiate their crossings, coming within inches of each other. *(Please see the YouTube video posted at https://www.youtube.com/watch?v=iYLugyWEl4w)*

- Due to the too narrow lift span, inappropriate channel alignment, and the consistently high winds and current, the Bridge is regarded as the **most hazardous obstacle on the federal inland waterway system** for the marine freight navigating the Columbia River; a primary conduit for U.S. wheat, soy, wood products and mineral bulk exports. More than 9 million tons of commercial cargo traveled under the Bridge in 2012- at least 30% of the total cargo barged for import/export on the inland navigation route from Portland/Vancouver to Lewiston, Idaho in that year. Veteran tow operators report that the Hood River Bridge is known to have been struck more often than any other obstacle on the entire Columbia/Snake river system.

- Due to extensive wear and tear, the **unrealibility of the Bridge's lift span mechanics** to provide on-demand span lifts for marine traffic as required by the U.S. Coast Guard presents a serious threat to navigation of the inland federal waterway.

In sum, the potential loss of this essential transportation link would have severe economic and social effects on the interdependent bi-state communities of the Gorge and beyond.

BRIDGE REPLACEMENT BENEFITS

Benefits to the Gorge Economy

Construction of a new, replacement bridge will bring significant benefits to the regional economies in both states in the near and long term. A Benefit Cost Analysis completed in 2015 by FCA Group concluded that the project had a 4 to 1 benefit to cost ratio over 75 years. By completing the pre-construction phases of the bridge replacement project, the Port and its partners will successfully address the needs first stated in the 2004 SR-35 Columbia River Crossing Feasibility Study Final Report, to "rectify current and future transportation inadequacies and deficiencies associated with the current Hood River Bridge:

- **Alleviate current and future congestion at the bridge termini, on the bridge itself and the access road to and from the bridge (SR-35) and congestion related to diverted traffic due to severe weather conditions or incidents on Mount Hood, I-84, or SR-14;**
- **Provide a cross-river linkage to the transportation system;**
- **Accommodate the increase in cross-river demand while also providing for bicycle and pedestrian travel across the Columbia River;**
- **Satisfy social demands and economic needs for cross-river flow of goods and people;**
- **Accommodate river navigation by providing a horizontal clearance which meets current standards while also providing intermodal and multimodal connections across the river; and**
- **Addressing and improving upon safety and current substandard design of the current bridge."**

Benefits to Vehicle Freight

The estimated average daily traffic (ADT) at this Bridge in year 2014 was 13,300 vehicles per day, with commercial trucks comprising 29% of ADT. The current bridge is weight restricted to 80,000 GVW. A fully loaded fruit truck hauling fresh pears for processing weighs on average 105,500 lbs. A 2015 report by Columbia River Port Engineers notes that, "Detours either upstream or downstream from the HR Bridge could involve trips of 45 miles or more. The toll at the Hood River Bridge is a bargain as compared to the costs incurred in diverting to the Bridge of the Gods (which is weight limited at 80,000#), I-205, the bridge at The Dalles or at Biggs Junction." (The Hood River Bridge assesses tolls for trucks based on the axle count of the vehicle combinations. A typical tractor and trailer with five axles will pay $5.00. Each additional axle is assessed at $1.00 per axle.)

Benefits to Marine Freight

The Bridge's 246 foot navigational channel under the lift span is poorly aligned, insufficient, and dangerous for the commercial cargo barges navigating the federal inland waterway. The preliminary preferred alternative calls for a minimum navigational channel of 450 feet, and also recommends a re-alignment of the channel, stating that "The channel alignment should also allow tugs and barges to be aligned with the westerly winds that now hit on the diagonal and cause control problems, especially for tows with empty barges."

In his testimony to the Oregon state legislature on January 25, 2016, Eric Burnette, Executive Director of the Oregon Board of Maritime Pilots described the unique and significant challenges barge pilots face when approaching and navigating under the bridge [excerpt]:

> *"…. When configured as a unit, these 4 barges and one towboat form a large vessel that by itself is slightly over 1/10 of a mile long. It requires precise and skillful navigation. The practical impacts of these combined factors on navigational safety are significant. A tug/barge headed upriver will typically favor the south side of the channel as it passes the While Salmon River Delta, and then quickly shift to the north side of the channel to avoid the Hood River Delta. Once clear of the Hood River Delta it must then immediately get into position to pass under the lift span of the Hood River Bridge.*
>
> *A down-bound vessel faces a different set of challenges. Lacking the obstacles found on the downstream side of the Hood River Bridge, a tug/barge approaching from upstream will have more time and room to get into proper alignment to pass under the Hood River Interstate bridge. However, once under the bridge, that tug/barge must negotiate both the Hood River and then the While Salmon River Deltas with the current coming from behind. This following current only accelerates the vessel's speed over the bottom and reduces the time available to make the necessary course corrections as it passes both deltas."*

In an email to the Port of Hood River on April 11, 2016, Port Captain Fred Harding describes the experience thusly:

> *"Many gray hairs have been produced by the current span on many a crew. Over the 30+ years I have been watching the Columbia River this bridge has been known to be struck more than all other obstacles on the entire river system. Due to the narrowness of the bridge and the weather in the area of the bridge. If you add into the mix the wind*

surfers and kite boarders the difficulty again increases. If it were to be enlarged to 450 feet at the navigation span and the river to under side of the bridge were to be 80 feet I believe much of the stress of the transit would be reduced."

Over 9 million tons of commercial cargo traveled under the bridge's lift span in 2012, at least 30% of the total cargo barged for import/export on the inland navigation route from Portland/Vancouver to Lewiston, Idaho in that year. Barge traffic on the lower Columbia River continues to grow with barge operators annually hauling more than 3 million tons of wheat and barley, and millions of barrels of petroleum products, logs and wood chips. Barges are also used to transport juvenile salmonids beyond passage barriers throughout the Columbia Snake river system.

Creates New Bike/Ped Connection

The Bridge has no bicycle/pedestrian facilities and cannot support the addition of such facilities. This is particularly problematic since it prohibits bicycle commuting between Washington and Oregon and also fails to serve the recreational interests of cyclists and pedestrians drawn to the National Scenic Area (NSA). In their final report to Governor Kate Brown in 2016, the Governor's Transportation Vision Panel cited a 2014 study titled "Columbia River Gorge Bicycle Recreation Economic Impact Forecast, 2014" to illustrate the economic impact of bicycle recreation capital projects in the Gorge:

"Bicycle recreation spending supports approximately 270 full and part-time jobs, with earnings of $5.7 million, and generating over $900,000 in state and local tax receipts."

Since 1986, Oregon DOT has invested over $73 million in federal and state funding to redevelop the Historic Columbia River Gorge Highway- $56 million of that on the HCRH Bicycle and Pedestrian facility. Sixty-three of the original 73 miles of the Historic Columbia River Highway are now open to travel either by motor vehicle (Historic Highway or connecting county roads) or by foot and bicycle (State Trail). This facility is drawing tens of thousands of cyclists and pedestrians to the NSA, yet the lack of cycling and pedestrian access on the Hood River Interstate Bridge presents a significant and unfortunate gap in non-motorized connectivity in the NSA.

An October 2012 study by HNTB concluded that while there is significant interest and broad support from area stakeholders in adding safe pedestrian and bicycle crossings to the current bridge, there are significant structural and mechanical barriers that make such a project unfeasible and cost- prohibitive.

The study concluded that:

- The steel trusses have a limited reserve structural capacity to support added loads.
- The lift span would require significant mechanical and electrical equipment upgrades and structural retrofit or full replacement to support the added loads and configuration.
- The steel trusses would require full engineering evaluation and structural strengthening to support added loads.
- If a ped/bike facility is added to the bridge the bridge may need to be load limited for vehicles.
- The substructure (piers) and subaqueous (underwater) foundations have an unknown ability to support additional vertical and lateral loading and require further investigation.

The Summary of the Draft EIS notes that a result of the construction of the preliminary preferred alternative design would be that, "Recreational opportunities would be expected to increase with a bridge crossing that has multi-

modal facilities and would enable bi-state connections to trails and sidewalks."

Environmental Benefits

At the project location, the Columbia River is host to ESA- listed salmon and steelhead species, lamprey, and migratory birds and other sensitive species. The Summary to the Draft EIS details the immediate environmental benefit to the Columbia River with the removal of the steel deck bridge:

> *"The new bridge would benefit water quality, as compared to the existing bridge, because road runoff from the bridge deck would be collected and treated prior to discharge to the Columbia River. Currently, all oil, grease, metals, and sediments from vehicles may enter the river directly through the grated bridge decking."*

The DEIS also notes the expected improvements related to an increased speed limit on the new bridge, stating that "Each of the build alternatives would improve energy consumption of traffic […] range[ing] between 8 and 15 percent less than No Action as a result of the higher operating speed…."

Seismic Resiliency

In their final report to Governor Kate Brown in 2016, the Governor's Transportation Vision Panel designates seismic resiliency in the Columbia Gorge river, road and rail corridor as a priority, stating,

> *"The multimodal transportation corridor that connects the east end of the Columbia Gorge with major population centers in the Willamette Valley is a critical asset to the region. Investments must be made to ensure that this corridor's river, road, and rail transportation system is resilient to a seismic event."*
>
> *- Page 37, "One Oregon: A Vision for Oregon's Transportation System"*
> *Transportation Vision Panel Report to Governor Kate Brown*

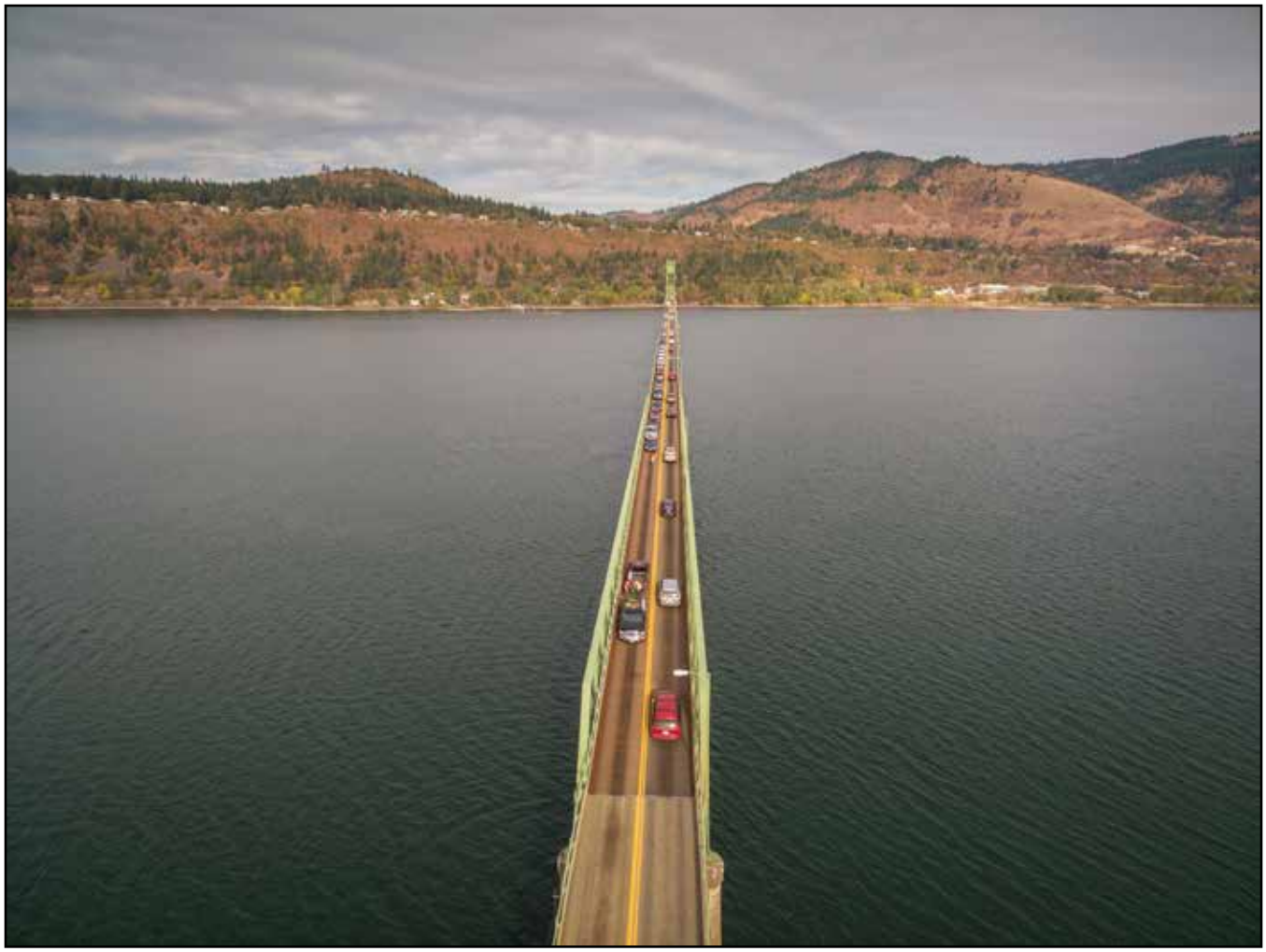
A seismic vulnerability study completed by bridge engineers HDR in January 2017 identified several potential seismic vulnerabilities on both the Oregon and Washington approach spans, the steel truss spans, and the lift span. HDR anticipated extended closures of each element of the bridge in the event of an earthquake. The report stated that the area around the Bridge has a high hazard of ground amplification, a very high hazard of liquefaction, and a moderate hazard of susceptibility to landslide. With anticipated costs through a Phase 2 Seismic Retrofit totalling more than $124 million, this vulnerability makes bridge replacement in the next 10 years even more critical for public safety and represents the best public investment for preserving this important link the the region's transportation system.

The report cites the 2015 Oregon Resilience Plan, illustrating the seriously grave potential impacts of bridge failure to important components of the state's response plan:

> *"The Oregon Resilience Plan specifically addresses the need to prepare for a Cascadia Subduction Zone event and has designated U.S. 97 combined with a loop created by I-84, I-5, and OR 58 near Eugene-Springfield as post-earthquake transportation backbone lifeline routes. As emergency supplies move east-west along I-84 and north-south along U.S. 97, the Hood River-White Salmon Bridge could also provide important access between states for freight mobility, emergency supplies delivery, and reconstruction assistance.*

The Columbia River itself must also remain navigable after an earthquake to deliver goods and services on the river system; the Bridge must not block navigation. The regions ports and river traffic will play an important role in recovery after an earthquake as points of goods exchange, storage, equipment delivery and transfer, and response operations."

- Pages 2-3, "Hood River-White Salmon Interstate Bridge Seismic Vulnerability Assessment" HDR Final Report to the Port of Hood River January 17, 2017



REPLACEMENT PROGRESS TO DATE

Construction of a new bridge is a relatively straightforward project. However, permitting and pre-development tasks for such an interstate structure over a federal waterway and within a federally designated National Scenic Area is inherently a complex, long-term process subject to funding availability. Planning for this project began in 1999, led by the Southwest Washington Regional Transportation Council (RTC) with key involvement by the Oregon Department of Transportation (ODOT), the Washington State Department of Transportation (WSDOT), and the Port of Hood River.

The following are the major actions completed to date:

1999:
- **Scoping for Feasibility Study**

2003:
- **Completion of NEPA Scoping Phase**
- **Completed feasibility study**
- **Draft environmental impact statement**

2012:
- **Completed Type, Size & Location Study**

2015:
- **FAST ACT amendment designating projects within National Scenic Areas as expressly eligible for program funding**
- **Bridge designated a National Highway System facility**
- **Bridge designated a Critical Rural Freight Network facility (In Washington)**

2016:
- **Completed Project Benefit Cost Analysis**

2017:
- **Pending FASTLANE II Small Grants Application for completion of Final EIS and preliminary engineering**

Total associated costs to date exceed $1.8 million, funded with federal and local dollars. Most recently, the Port submitted a small grant application to the federal FASTLANE II program to fund preconstruction activities associated with bridge replacement. This application received letters of support from ODOT, WSDOT, Southwest Washington Regional Transportation Planning Council, Oregon and Washington state legislative representatives, U.S. Congressional representatives from throughout the region as well as local agencies and private businesses.

The project scope includes updating the Draft EIS and Type, Size & Location studies, completion of the Final EIS, design and engineering to 30%, and right-of-way acquisitions. The Port has pledged to provide the $3.66 million grant match to support the project completion on an optimal schedule for future funding availability.

THE WAY FORWARD

The Port of Hood River is now seeking to implement the next steps toward bridge replacement, and inviting the continued participation of Oregon and Washington, as well as the federal government in this significant and crucial effort. While the Port must ensure that the current bridge remains safe and operational for the foreseeable future, it is also committed to participating in the sustained efforts and partnerships that will be needed to position the replacement project for construction within 10 years.

It is absolutely clear that funding either the pre-construction or construction phases of a $280-300 million replacement project is well beyond the capacity of the Port of Hood River acting alone. However, as a toll facility owned by a public agency, this bridge project presents unique state, local, and federal funding opportunities as well as the potential for innovative public/private partnerships. The Port is optimistic that concrete ways forward are available in the near term. The Bridge is critical for the economic well-being of the Mid-Columbia Region and governing agencies can and must maximize benefits to the public of a self-sustaining, major infrastructure project in the heart of the Columbia River Gorge National Scenic area.

Two Potential Pathways

There are two primary ways that bridge replacement can be carried out:

- **Public Project.** This approach would require ownership and management by a public agency. With proper financial support, the Port of Hood River might be able to take the lead on this approach. Either Oregon or Washington DOTs, or a combination of these agencies in partnership with the Port, may present a more likely scenario, however, both agencies have their own significant and underfunded transportation priorities and neither have indicated they have the requisite financial capacity or interest as of yet.

- **Public/Private Partnership (P3).** This approach would leverage private equity in a joint operating agreement with the Port. Some public funding may be necessary, but the primary equity repayment mechanism would come from ongoing toll revenue. The Port has already received interest in a partnership from private firms but it is not yet clear whether the terms or trade-offs necessary to affect such a project would be in the public interest.

To enable the Port and its partners to begin making progress down either of these pathways, two actions are needed Oregon 2017 legislative session:

- **Modifications to statutory authorities relating to bridge replacement. While ODOT has a statutory regimen for developing a replacement bridge, the Port's authority is insufficient. The Port operates the existing bridge under portions of ORS 381, but this statute does not allow for current public or P3 project delivery practices.**

- **$5 million in State funds to complete the next crucial steps necessary to position the bridge replacement project for federal funding under the FAST ACT or other funding source, or a P3 project. Tasks include review and updates to the Draft EIS and Type, Size and Location Studies, completion of the Final EIS, and preliminary design and engineering to 30%.**

Immediate Next Steps

The bridge replacement project could be undertaken as a public project led by the Port of Hood River and/or ODOT, or as a public-private partnership (P3) led by a private developer/operator via an agreement with the Port. While private firms have informally expressed interest, the merits of a P3 must be evaluated and compared to those of a public project. The project development process outlined below is designed to address these issues in two phases.

Phase 1 is necessary whether a public project or P3 is ultimately selected, and includes similar tasks regardless of ultimate project delivery method. The work plan for Phase 2 depends on whether the public model or the P3 model is selected as the preferred option in Phase 1.

PHASE 1: PRELIMINARY DESIGN & PRE-DEVELOPMENT

This phase focuses on reaching agreement on reasonable project funding alternatives and potential project delivery strategies. It also includes completion of the environmental studies and preliminary engineering steps necessary to position the project for permitting and final engineering activities under Phase 2. Phase 1 work will reasonably position the project to be 18 months from the start of construction, or as close thereto as practical, in order to qualify for applicable federal grant opportunities. A more detailed work scope is described in Appendix A.

The following work will be completed in Phase 1:

- **Reform Port statutory authorities relating to bridge replacement:** While ODOT has a comprehensive statutory regimen for developing a replacement bridge, the Port's authority is vague and insufficient. The Port operates the existing bridge under portions of ORS 381, but this statute does not allow for current public or P3 project delivery practices. To minimize project development risks, the Port's authority to pass-on certain rights and obligations to a P3, such as allowing the P3 partner to set tolls, needs to be clarified.

Products: Amendments to ORS 381 and ORS 383 facilitating a Port-led public or Port-led P3 bridge replacement, if project development is Port-led.

- **Update and refine replacement bridge design and engineering:** A Type, Size, and Location (TSL) study was done in 2011, but must be re-evaluated to confirm the preliminary bridge design meets current needs, environmental standards, and engineering criteria. A risk assessment is required to prepare a reliable construction cost estimate and schedule. Preliminary engineering will be brought to 30%, additional geotechnical investigations, roadway design, and right-of-way engineering will be performed.

Products: Engineering reassessment; updated TSL Study; updated cost estimates; risk assessment, results of technical investigations.

- **Update and advance environmental studies/permitting:** Due to the need for in-water piers in the Columbia River, "Waters of the US" and a designated navigation channel, permits from federal agencies will be required for construction. As such, federal NEPA procedures will need to be followed regardless of whether a publicly funded model or a privately funded model is ultimately used. Phase 1 work includes determining whether a Supplemental DEIS is required, and if so, preparing the update. In addition, the Final EIS will be completed in Phase 1, and required mitigation measures will be finalized. Additional environmental compliance documents and associated analyses will be completed, such as: biological assessment, archaeological investigations, consultation with affected Tribes, and Section 4(f) evaluation, etc. **Please see Appendix A for a detailed Scope of Work.**

Products: Environmental reevaluation; SDEIS (if required); FEIS work plan, budget, and mobilization; early coordination with federal and state permitting agencies.

- **Determine the preferred project delivery method:** The public project delivery option is well known, the

primary issue being funding. A two-step process is envisioned to address the P3 option. First, a request for industr , information (RFI) may be undertaken to identify the needs and expectations of potential private bridge development partners. Second, an evaluation of the public and P3 project delivery options will be undertaken and a preferred option selected. If P3 is selected, preparation of RFQ/RFP materials will begin. It is possible the P3 solicitation process will begin.

Products: Results from RFI; evaluation and decision on whether to pursue public or P3 project delivery; and if P3 selected, RFQ/RFP materials.

- **Identify funding alternatives:** Funding scenarios for the public project and P3 will be prepared in order to assess the relative merits of the two project delivery methods. This entails, in part, the preparation of traffic studies and toll revenue and expenditure analyses to size the project funding potentially available from tolls. As opportunities arise, grant funding will be sought, including possibly seeking funding from any new federal infrastructure program, if passed.

Products: Assessment of funding options, preliminary toll studies, and, if applicable, grant applications.

- **Intergovernmental cooperation:** A formal work and decision structure will be established for the bridge replacement project that incorporates the Port, ODOT, WSDOT, and/or other affected Oregon and Washington jurisdictions/agencies. As required, intergovernmental agreements will be prepared and approved for implementing the intergovernmental structure.

Products: Defined work and decision structure and related IGAs.

- **Community outreach:** Coordination activities will be undertaken to ensure that public and private parties in Oregon and Washington are informed about results and consulted with regard to any major decisions regarding the bridge replacement.

Products: Public meetings, information distribution, and public input into key decisions.

PHASE 2: FINAL DESIGN & PRE-CONSTRUCTION REQUIREMENTS

The approach for Phase 2 depends, in part, on whether the public model or the P3 model is selected in Phase 1. Depending on the selected project delivery option, this work may be led by the Port of Hood River and/or ODOT, other public entity, or by the private partner in a P3. In either case, Phase 2 focuses on finalizing all pre-requisites to start of construction. This includes completion of engineering and permitting, finalizing all legal agreements required to start construction, and securing all necessary funding commitments.

An overview of Phase 2 activities is described in the following sections for both public and P3 options.

Phase 2: If a Public Project

If the preferred project delivery is as a public project, the Port or ODOT, would generally undertake the following:

- **Engineering:** Engineering studies will complete the design from the 30% level in Phase 1 to 100% completion if following a design-bid-build process or to levels appropriate to design-build, if applicable. To accomplish this, final engineering and right-of-way analysis must be undertaken, including roadway design, storm water collection and treatment design, wind analyses, and further geophysical studies. Bid/proposal packages will be prepared, as required. This includes assembling bid/proposal package documents, advertising, responding to bidder questions, evaluating bid/proposal, and recommending award.

- **Permitting:** Coast Guard permits, environmental permits, land use permits, and other clearances needed prior to the contractor being given notice to begin construction will be prepared and negotiated. It is expected that the contractor would obtain all building, trade, and erosion control permits required to construct the project

- **Finance:** A final finance plan will be prepared and agreed-upon. Investment-grade toll studies would be undertaken. Legislation, as may be necessary for the finance plan, will be sought. Federal and state grants as may be necessary for the finance plan will be sought. If applicable, application and negotiation of a TIFIA loans will be undertaken.

Phase 2: If a Public/Private Parternship (P3)

If P3 is the preferred option, the private partner will be selected early in Phase 2. The same work described above for the Phase 2 public project will be undertaken, however, most work will be the responsibility of the private partner with oversight provided by the lead public agency(ies). The P3 agreements will describe the specific rights and obligations of the parties, and the public partners may retain responsibility for certain functions. The sections below highlight the key additional public functions under the P3 model.

- **Seek & Select P3 Partner:** An RFQ and/or RFP process will be undertaken to select a private partner. Based on the results of the RFI and other activities in Phase 1, the RFP and/or RFQ to select the P3 partner will be prepared and issued. An extensive process will be undertaken to evaluate the responses and select a potential private partner for negotiations of applicable agreements. If undertaken by ODOT, the process will follow the applicable statutes and rules under ORS 383 or ORS 367, as applicable. If undertaken by the Port, the Port would first enact a set of rules or procedures, likely mirroring those of ODOT (as may be tailored to the Port's specific circumstances), and those rules or procedures will be followed.

- **Negotiate P3 Agreement and Prepare Legal Documents:** Considerable effort will be required to prepare, negotiate, and execute the required legal documents regarding construction, operation, funding, and management of the replacement bridge, and the disposition of the existing bridge. Since at the beginning of Phase 2 there will still be significant uncertainties, it is highly likely that the P3 proposal, and therefore the applicable documents, will describe a two-step process for committing to actual construction. First, the private partner will be required to perform certain tasks (in accordance with schedule) necessary to remove contingencies or conditions to "closing" the arrangement. Next, there would be a "closing" where the private party makes a fully enforceable commitment to construct the replacement bridge based on criteria and processes set forth in the legal documents.

- **Oversee Performance:** The lead public agency(ies) will oversee the performance of the private partner and ensuring the private partner is meeting its obligations under the P3 contracts. If required, the lead agency(ies) will be responsible for undertaking enforcement actions if the private party is non- compliant.

- **Finance/Legislation:** It is possible that the private party would be fully responsible for securing all necessary project funding. But it is also possible the arrangement may call for public agency support in securing Port, state, or federal grants. The public partners may also have some obligation to help secure legislation in Oregon and/or Washington as may be needed to implement the P3 agreements.

PROJECT ORGANIZATION AND MANAGEMENT

The organization and decision-making structure to insure successful management of the activities described above depends on the project development phase and whether a public approach, public-private partnership (P3) approach, or both are pursued.

PROJECT STEERING COMMITTEE (PSC)

The Project Steering Committee consists of the three primary "owners" of the Project given that the Port owns title to the existing bridge, and the bridge is part of both ODOT and WSDOT highway systems. The goal of the Steering Committee is to develop a collaborative approach between the three agencies to align their interests, roles, and responsibilities regarding the Project. Meetings will be limited to times when a significant discussion must occur and/or agreement must be reached. Conference calling will be used between meetings as appropriate.

Membership of the PSC:

- Port of Hood River Executive Director
- ODOT Region 1 Manager
- WSDOT SW Region Administrator

While each of the agencies would maintain their independent decision-making authority, prospects for the Project will benefit from collaboration among the agencies. Whether or not all three of the agencies are ultimately involved in funding or delivering the Project, all will benefit from having an agreed-upon plan – whether that plan is to seek a publicly-funded project, a P3, or to any active consideration of a replacement bridge. The specific actions of the Steering Committee differ somewhat depending on the phase of the Project and whether it is publicly-funded or P3. Key activities of the Project Steering Committee:

PSC Working Under a P3 Approach:

The viability of a public-private partnership ("P3") to replace the bridge must be assessed given the possibility of limited public funding for the Project. While informal industry interest has been shown, little is known about the breadth of that interest, how a P3 may be structured, and any unique impacts that may be caused by P3. As described in Phase 1 above, the Steering Committee would oversee Port-issuance of a Request for Information ("RFI") to the P3 transportation community regarding the types of P3 arrangements that may be available for the Project, and the kind of terms that may be required. If P3 merits further consideration, the Steering Committee would collaborate on Port-issuance of a RFQ/P would be issued to select a preferred P3 for negotiations, and a P3 agreement would be finalized.

Within this context, the Steering Committee would:

- Agree on the RFI, ensuring that it meets Project needs and needs of each of the agencies
- Discuss results of RFI and draw conclusions
- Determine a common position on whether further work on a P3 is meritorious
- If meritorious, the roles and responsibilities in further considering P3 options
- Agree on RFQ/P for a P3, ensure it meets Project needs the needs of each of the agencies
- Evaluate responses to RFQ/P, agree on preferred P3
- Monitor negotiations with preferred P3
- Evaluate draft agreement with P3, agree on executing

PSC Working Under Public Approach:

If federal and/or state funding is available to match Port funding, environmental and engineering work will be undertaken to make the Project eligible for federal construction grants. These activities would proceed in parallel to further consideration to P3, if any. An FEIS/ROD would be needed even if the Project were fully privately funded, given the numerous federal permits and approvals that would be required. Also, this additional work would reduce risk for any future P3, allowing the public partners to reasonably negotiate more favorable terms for the public. Within this context, the Steering Committee would:

- Agree on roles and responsibilities of agencies for engineering and environmental studies
- Resolve significant engineering and environmental issues unresolved at technical level
- Determine common positions on the final Project scope, schedule, permitting, and funding issues

TECHNICAL ADVISORY COMMITTEE (TAC)

This committee will be made up of technical staff from the three agencies and each local/regional jurisdiction with a regulatory or governmental approval in developing or constructing the Project. While there could be differences depending on whether the Project proceeds as a P3 or public-funded project, many members of the TAC will be involved in permitting or otherwise approving elements of the Project in either case. While a public-funded project remains an option, the TAC would work in conjunction with the Steering Committee. If a P3 is selected, the three agencies would determine if the TAC should still function under the Steering Committee, or if the P3 should make its own arrangement with these technical staff. The Port would retain a Project Manager to coordinate engineering and environmental work and staff the TAC.

Membership of the Technical Advisory Committee:

- Port of Hood River Project Manager
- ODOT Region 1 Planning Manager
- WSDOT SW Region Planning Manager
- RTC Transportation Section Supervisor
- U.S. Coast Guard Regulatory Representative
- U.S. Army Corps of Engineers Regulatory Representative
- City of Hood River Engineering Director
- White Salmon City Public Works Planner
- Hood River County Community Development Director
- Skamania County Public Works Director
- Klickitat County Public Works Director
- Engineering Firm Project Manager

The Technical Advisory Committee would:

- Provide technical advice on engineering and environmental matters.
- Assist in early resolution of permitting or other local/state issues.
- Provide regular reports on project activities to elected officials in each jurisdiction.

POLICY ADVISORY COMMITTEE (PAC)

The PAC is comprised of local/regional governmental officials with a stake in the Project that are not on the Steering Committee, although Steering Committee members would be invited to participate. The PAC will also serve to keep

the Steering Committee aware of the local needs so that the Project maximizes its benefit to the community. The PAC will meet at key milestones about 2-4 times per year.
Membership in the Policy Advisory Committee:

- Port of Hood River Commissioner
- SWRTC Executive Director
- Hood River City Councilor
- White Salmon City Councilor
- Hood River County Commissioner
- Skamania County Commissioner
- Klickitat County Commissioner
- Bingen City Councilor
- Hood River Region 1 ACT Representative(s)

The Policy Advisory Committee would:

- Keep abreast of project activities.
- Raise issues before they become stumbling blocks for the project.
- Provide political support for the Project.
- Advise on and assist with public and community outreach activities.

CONCLUSION

The Hood River/White Salmon Interstate Bridge Replacement Project represents a significant challenge, but is necessary to:

- Respond to a critical threat to an important link in our interstate highway system,
- Mitigate a hazardous obstacle to inland navigation,
- Address barriers to project delivery and funding for major capital improvements not owned by the state,
- Encourage innovative funding models that utilize and leverage toll revenue, private investment, and/or state and federal grant monies
- Improve seismic resiliency in the Columbia River corridor
- Preserve and improve the economic vitality of the Mid-Columbia region

The bridge replacement project enjoys tremendous local support and commitment to developing practical funding partnerships with both states, the federal government, and potential public private partnerships. The Port of Hood River looks forward to working with the state, regional, and local partners to achieve these goals:

- Provide clear statutory authority for the Port to pursue the development and construction of a replacement bridge under either a public or public/private funding model. Current statutes clarify ODOT's authority to enter a public/private tollway partnership but are ambiguous in this regard for the Port.

- Provide funding for the Port to complete pre-development environmental and design work, making the construction project ready and eligible for available federal funding or an innovative public/private funding model.

APPENDIX A: SCOPE OF WORK

FINAL ENVIRONMENTAL IMPACT STATEMENT & PRELIMINARY ENGINEERING

Task 1. Project Management and Coordination

1.1 Project Management and Quality Assurance

Assumptions:

- Project duration will be 24 months
- Project invoices and progress reports will be prepared monthly
- Monthly design coordination meetings with PSC & TAC

Task 2. Environmental Evaluation

2.1 Update Discipline Reports

a. Soils and Geology
b. Fish
c. Wildlife
d. Vegetation
   i. Conduct additional plant surveys for sensitive species, habitat, and invasives species
   ii. Address project impacts on invasive species, including prevention and control of outbreaks
e. Wetlands
f. Waterways/Water Quality
g. Land Use
   i. Coordinate with Columbia Gorge Commission on changes to policies that address project compliance with Columbia River Gorge National Scenic Area Management
   ` plan
   ii. Reevaluate project consistency with the Port of Hood River Marina master plan and the river walk conceptual plan
h. Social and Economic Elements
i. Relocations
j. Visual Resources
k. Noise
I. Air Quality
m. Energy
n. Hazardous Materials

Note: Revisions to discipline reports assume the preferred alternative is consistent with the preferred alternative identified in the project Type, Size and Location (TS&L) Study

2.2 Final Environmental Impact Statement (FEIS)

a. Prepare FEIS document:
   i. Updated technical information from revised discipline reports
   ii. Changes as needed to respond to comments received on the Draft EIS (DEIS)
   iii. Secondary and cumulative impacts discussion
      1. Air quality
      2. Noise
      3. Hazardous materials transport

4. Induced growth

iv. Updated traffic modeling results

v. The Final EIS shall provide evidence and detailed explanation on why all alternatives that preserved the Hood River Bridge were eliminated from further study in the EIS (e.g., bridge structural evaluations, barge accidents)

b. Briefing WSDOT, ODOT and FHWA and obtain signatures

c. Assemble Record of Comments, including responses to each comment received on the DEIS

d. Prepare Record of Decision (ROD), which shall include the following elements

e. Prepare legal ads announcing availability of FEIS and ROD; prepare statute of limitations

f. Update Administrative Record through the signature of the ROD

2.3 Mitigation Plan

a. Prepare detailed mitigation plan that addresses project impacts to shoreline habitat, instream habitats, wetlands, and water quality

2.4 Section 106 of the National Historic Preservation Act

a. Determine the Area of Potential Effects (APE)

b. Conduct archaeological surveys in areas that will have ground disturbance within the preferred alternative footprint and all staging areas including underwater exploration

c. Make a finding of effect for any historic properties and archaeological resources that are eligible for listing on the National Register of Historic Places

d. If any resources are found to be adversely affected, develop mitigation measures and prepare a Memorandum of Agreement (MOA)

e. Coordinate with Oregon and Washington State Historic Preservation Officers, Port of Hood River, and other local historic preservation groups

Assumptions:

- Hood River Bridge is eligible for listing on the National Register of Historic Places
- APE will be reviewed by Washington Department of Archaeology and History Preservation (DAHP) and the Oregon State Historic Preservation Officer (SHPO) and revised up to two (2) times to address comments
- Archaeological surveys will include a pedestrian survey augmented by shovel probes due to poor surface visibility, vegetation, and overburden
- A permit for surveying public lands will be required from SHPO and possibly from DAHP
- An excavation permit would be required prior to additional field evaluation to make a finding of effect
- MOA will be reviewed by Washington Department of Archaeology and History Preservation (DAHP) and the Oregon State Historic Preservation Officer (SHPO)
- Historic American Engineering Record (HAER) documentation of the Hood River Bridge would be reviewed by DAHP, SHPO, and the National Park Service one (1) time.

2.5 Tribal Coordination

a. Coordinate and consult with Yakama Nation, Confederated Tribes of the Warm Springs, Confederated Tribes of the Umatilla, and Nez Perce

b. Coordinate with tribes on potential impacts to treaty fishing sites and Section 106 resources

c. Disclose construction impacts and operational impacts on treaty access fishing sites

d. Review compliance with treaty rights in the land use plan consistency section

2.6 Biological Assessment

a. Prepare a Biological Assessment (BA)
b. Coordinate and consult with NOAA Fisheries and USFWS
c. Address the NOAA Fisheries Stormwater Guidance
d. Determine effect of project on applicable ESA species
e. Develop acceptable conceptual mitigation measures and construction BMPs

Assumptions:

- Mitigation will be required to compensate for aquatic project impacts

2.7 Section 4(f) of the US Department of Transportation Act

a. Prepare Final Section 4(f) Evaluation to include:
   i. Updated technical information from revised discipline reports if applicable
   ii. Incorporate changes as needed to respond to comments received on the Draft EIS and Draft Section 4(f) Evaluation
b. Coordinate with State Historic Preservation Offices, Port, and local historic preservation groups

Assumptions:

- Hood River Bridge is applicable to Section 4(f); no other resources need to be included in the Section 4(f) Evaluation
- Programmatic Section 4(f) Evaluation can be used for the Hood River Bridge

2.8 Environmental Streamlining

a. Prepare an EIS Coordination Plan
b. Concurrence on criteria for selecting the preferred alternative
c. Concurrence on selection of a preferred alternative

Task 3. Preliminary Engineering

3.1 Validation

a. Validate design requirements listed in the Final TS&L Study
b. Update cost estimate to support financing and grant applications
c. Achieve an updated design acceptance by ODOT, WSDOT, and other key agencies
d. Update the design to a level to support the FEIS and biological assessment, if needed

3.2 Drainage

a. Validate bridge deck drainage capacity calculations and potential runoff, including snow removal
b. Determine the location, preliminary sizing and specs for storm water conveyance and treatment facilities
c. Specify how proposed treated discharges into the Columbia River would comply with water quality standards and how accidental spills would be managed

Assumptions:

- There will be two (2) stormwater treatment facilities
- Stormwater conveyance and treatment facility design will be based on the more

` restrictive of the Washington and Oregon stormwater design criteria will be used
- A separate draft/final Stormwater Hydraulics/Management Report will be included in the 60% (Draft Stormwater Report) and 90% (Final Stormwater Report) phases of final design
- Coordination with WSDOT & ODOT will occur regarding management of accidental spills

3.3 Right-of-Way
a. Determine specific right-of-way acquisition of private property and/or transfer of public ownership of property
b. Prepare draft ROW exhibits

3.4 ODOT Coordination
a. Coordinate with ODOT should occur regarding the connection of bridge approach road and nearby 1-84 ramps

3.5 Geotechnical Studies
a. Develop a geotechnical work plan to support the preliminary engineering effort
b. Prepare exhibits that will accompany in-water drilling permit applications and right-of-entry permit applications, and traffic control plans
c. Conduct geotechnical subsurface exploration, including geotechnical borings at each pier location and at each abutment
d. Execute laboratory testing to determine geotechnical properties of soil and rock samples
e. Perform geotechnical analyses to confirm foundation type(s) and size(s) at each pier
f. Perform geotechnical analyses to determine geometry and foundation approach fills
g. Performed geotechnical analyses to quantify the seismic effects at piers and approaches and develop mitigation concepts
i. Draft geotechnical report
j. Review with ODOT and WSDOT Engineers
k. Issue final geotechnical report

Assumptions:
- Work will be governed jointly by Geotechnical Design Manuals of ODOT and WSDOT; where conflicts exist, the more conservative design manual will take precedence
- In-water drilling permit applications will submitted by others
- Preliminary traffic control plans developed by the engineer

3.6 Wind load analysis to support finalization of TS&L
a. Determine impacts of the bridge on windsurfing and kiteboarding
b. Develop wind model based on wind rose readings

3.7 Utility coordination
a. Establish a utility coordination matrix by identifying utilities and contact names
   i. Request utility as-built information
   ii. Review available information about existing utilities, prior rights of utility owners
b. Potential Utility Conflict Technical Memo and Utility Concurrence Letters: provide a technical memorandum to identify potential conflicts (type of utility, size, and location (horizontal and vertical)) based on 30% design package

3.8 Validation of design requirements listed in the TS&L Study
a. Determine the bridge and structural member size applicability based on design code provisions and industry input

Assumptions:

- Design of foundation piers and other proposed in-water structures will remain substantially similar to the TS&L Study-- additional hydraulic and scour analysis is needed

Task 4. Transportation

4.1 Update traffic model

4.2 Re-examine previously used traffic volume growth factors and recalculate if necessary

4.3 Prepare traffic forecasts for analysis of potential tolling policies and other financing strategies

Assumptions:

- The design year would be twenty years beyond the expected year of opening &
- T-design intersection shown in TS&L Study would move forward as the preferred alternative
- Synchro/SimTraffic software would be used to perform traffic analysis to determine delay, LOS and queue lengths

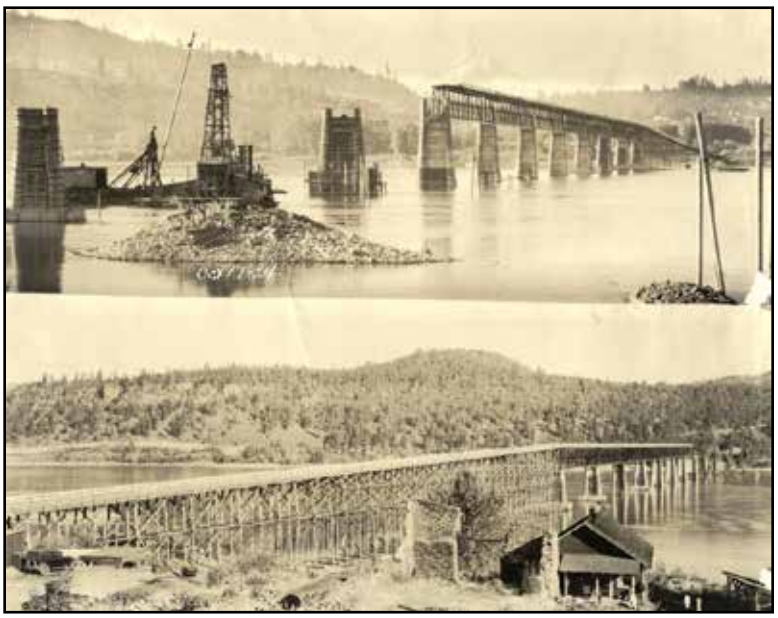
Task 5. Public Involvement

a. Coordinate with PSC, TAC :
   i. Participate in meetings with the three committees to review, comment and advise on bridge design issues, results of additional environmental analysis, and other public outreach activities
   ii. Publicize meetings via media releases
   iii. Summarize meeting results
b. Prepare newsletters or fact sheets about the project; distribute to interested parties and via community gathering places, including public offices and local businesses; newsletters would describe the status of the project
c. Conduct public workshops or open houses to review the preliminary design and environmental impacts associated with the preferred alternative
   i. Publicize meetings via media releases, public notices, meeting flyers, newsletter/fact sheets, direct e-mail notices and advisory committee member assistance (assuming an advisory committee is used)
   ii. Prepare for and conduct meetings, including assisting with meeting materials, logistics and facilitation
   iii. Summarize meeting results
d. Prepare additional media releases, as needed to publicize project results or activities
e. Assist with presentations to local groups, if requested
f. Summarize public involvement activities for incorporation in the FEIS

APPENDIX B: HISTORICAL CONTEXT

The Hood River/White Salmon Interstate Bridge provides interstate crossings over the Columbia River connecting the Oregon community of Hood River with the cities of Bingen and White Salmon in Washington. A National Highway System ("NHS") facility, the Bridge is recognized as a Critical Rural Freight Corridor by the Washington Department of Transportation. Annually, more than 4 million vehicles cross the bridge, with an average 3.5% annual increase.

The Bridge has been owned and operated by the Port of Hood River, an Oregon municipality, since December 12, 1950. The nearly mile-long was built by the Oregon-Washington Bridge Company ("Company") and opened to the public on December 9, 1924. In 1937, the U.S. Secretary of War notified the Company that the fixed channel span would be required to be converted to a lift span to accommodate the completion of the Bonneville Dam and subsequent raised water level. The Bonneville Dam was completed in 1938 and the bridge was virtually rebuilt at this time. The seven 208' deck spans on the Oregon side and the two 208' deck spans on the Washington side were raised to their present elevation by raising the tops of the piers. The lift span and lift towers were added. Three additional spans were added on the south side and two shore spans were constructed to permit lowering the road grade as it approached the Oregon shore. Six deck spans were added on the north side as well as a tollbooth.



In 1949, the Oregon legislature enacted a law permitting the acquisition or construction of interstate toll bridges by certain municipalities including ports. This law was upheld by the Oregon Supreme Court in June of 1950. On December 12, 1950, the Port of Hood River acquired the bridge under that act from the Company for the purchase price of $800,000. Sale of the bridge was offered to each state, county, city, and port on each side of the river and all parties declined except the Port of Hood River.

In 1951 the Port invested $750,000 to modify and improve the bridge, replacing the wood decking with steel beams and steel grate decking, relocation of the tollbooth to the Oregon side, and other improvements. The toll rate at this time was 50 cents for automobiles and for trucks 50 cents per axle. Between 1952 and 1967 natural gas and telephone utilities were installed across the bridge.

Between 1968 and 1979 extensive painting, lighting, and electrical upgrades were made. The 1980's brought pier cap repairs, deck grating and repainting projects. In the 90's a major bridge engineering study was completed and recommendations were made for projects to extend the useful life of the Bridge with a 1994-estimated cost of $12-14 million. In 1994, the toll was increased by 25¢ to 75¢ per single-axle vehicle, and discount books were offered to frequent users. The increased revenue was dedicated to the Port's Bridge Repair and Replacement Fund, to be used solely for Bridge maintenance, repair and

upgrades. A Phase One Seismic Retrofit was completed in 1996 to strengthen the Bridge, at a cost of $350,000. In 1997, the Washington approach was widened at a cost of $1.6 million. In 1998 the estimated cost of replacing the Bridge was $175,000,000. The $2.1 million lift span upgrade project began in 1999.

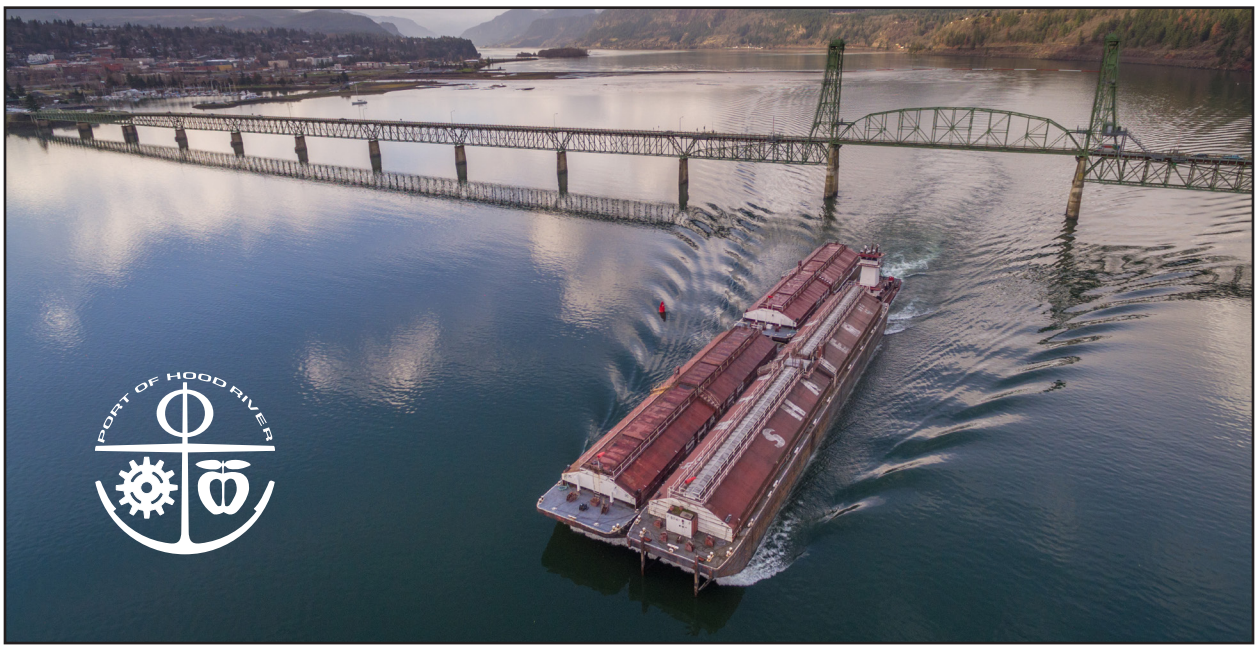
A significant mechanical and lift span improvement project was completed in 2000. In 2001, an $8 million redecking and renovation began with a utility relocation project in 2002. The actual re-decking began in January 2004 and was completed in 2005. A $4 million improvement project for the Toll Plaza began in 2006, establishing the first electronic tolling system in Oregon. The new BreezeBy electronic toll collection (ETC) system utilizes prepaid funds and transponders with that fit onto vehicles to facilitate faster commutes across the bridge.

In 2011, a 30-year operations plan was developed for the bridge outlining prospective project costs for improvements and maintenance to maintain the bridge's safety and useful life. On January 1, 2012, the bridge toll was raised to $1 for single-axle vehicles, with discounted crossings for BreezeBy customers. The $2.75 million Lower Chord Rehabilitation project was completed in 2012 evaluating, cleaning, and painting critical connections, as were repairs to the lift span. In February of 2012, a bi-state SR-35 Columbia River Crossing Study was completed, estimating the cost of a new bridge at around $290 million, with no funding sources identified. The study determined that tolls from projected traffic patterns could provide 30% of funds needed for a replacement bridge.

Major metal deck welding work occurred from 2013-2015 to repair the steel decking on the bridge. In 2015, the Port began a major upgrade to the Bridge's electronic toll collection (ETC) system that will allow real-time accounting processes as well as access to a customer web portal for BreezeBy customers. The project's completion is anticipated in 2017. The Hood River Interstate Bridge continues to be a major source of revenue for the Port, however, the aging structure has undergone a long, expensive list of capital improvement projects over the past couple decades and will continue to require dedicated funds for improvements and maintenance to keep the structure sound over the next 20 to 30 years.

The Port of Hood River has invested over $24 million in capital improvements and repairs to keep the existing bridge safe and operational over the last 20 years. However, parts of the steel truss bridge structure are more than 92 years old, and much of the rest is over 80 – simply put, the Bridge is nearing the end of its serviceable life. Although significant steps toward replacement have been accomplished, it is imperative that efforts continue in earnest so that construction of a new, replacement bridge can occur within 10 years. The Bridge is a toll bridge and toll revenues are used for ongoing capital improvements, needed repairs, and maintenance; but toll revenues cannot cover most of the cost of building a replacement bridge – federal or state grants or private equity will be needed to fund reconstruction.

HOOD RIVER INTERSTATE BRIDGE REPLACEMENT



The Port of Hood River, a public agency, has owned and operated the Hood River/White Salmon Interstate Bridge since 1950. The 4,418' steel truss bridge was originally constructed in 1924. It provides a critical, bi-state transportation link in the heart of the Columbia River Gorge National Scenic Area. However, the bridge is 'functionally obsolete' and reaching the end of its useful life. Significant efforts to replace the bridge are complete. The next steps – Final Environmental Impact Statement, financial analysis and preliminary engineering— must be taken soon to ensure that bridge replacement can occur in the next decade. The Port and its regional partners seek State legislative and financial support in the 2017 session for these crucial efforts. The Port utilizes toll revenue to finance ongoing repairs that keep the current bridge safe and operational. Tolls will play a critical role in financing the ultimate replacement bridge.

CRITICAL LINK IN REGIONAL INFRASTRUCTURE AT RISK

- *The bridge is structurally deficient* for modern freight, recreational vehicles, and emergency responders. It is weight restricted to 80,000 lbs., and cannot accommodate larger trucks even though it is an important freight route for Oregon grown fruit, wood products, locally manufactured recreational products and aviation technology.

- *The bridge creates an unsafe choke point during emergencies*. After the 2016 oil train derailment in Mosier, the bridge accommodated detoured freeway traffic in both directions for nearly 12 hours. The bridge's narrow lanes created a choke point that backed up traffic for miles.

- *The bridge cannot accommodate growing traffic volumes,* and deterioration exacerbated by heavy trucks is accelerating. Over 4 million vehicles crossed the bridge in 2015. Volume is growing at a 3.5% annual growth rate.

- *The bridge has no bicycle/pedestrian facilities* and cannot support the addition of such facilities. Tourism is a significant and growing part of the regional economy representing $86 million in total non-farm GDP in Hood River County alone.

- *The bridge is seismically deficient.* Catastrophic failure or closure would have severe social and economic impacts on the interdependent, bi-state communities of the Columbia River Gorge and the regional economy.

- *The bridge is the most hazardous point on the Columbia/ Snake federal inland waterway.* Veteran tow barge operators say that the bridge is struck more often than any other obstacle on the entire river system.

- *Significant federal funding opportunities may be available* through the 2015 FAST Act. Funding may also be available through private equity firms or P3 structures.

STATUS

A multi-jurisdictional effort has been underway since 1999 including a NEPA scoping phase led by the Federal Highway Administration (FHWA); a completed feasibility study and draft Environmental Impact Study (DEIS); and a Type, Size and Location Study (TS&L) in 2012. These bi-state efforts involved local counties, cities, ports, businesses and citizens as participants on a Local Advisory Committee. The bridge replacement project is identified as the top priority in the regional Comprehensive Economic Development Strategy (CEDS) and is included in both Hood River and Klickitat County Transportation System Plans.

Funding a $280-300 million project is well beyond the capacity of the Port. Additional funding will be needed from federal grants, state grants, and/or via a public/private partnership. As a publically-owned toll facility, the Hood River Bridge presents unique state and federal funding opportunities as well as the potential for innovative public/private partnerships. The Port is pursuing all options to replace this vital bridge, so essential to the economic well-being of the mid-Columbia Gorge region.

In the 2017 legislative session, the Port supports legislation that helps advance the project to construction phase by accomplishing two goals:

- Modifying ORS 383 and 381 to provide clear statutory authority for the Port to pursue the development and construction of a replacement bridge under either a public or public/private funding model. Current statutes clarify ODOT's authority to enter a public/private tollway partnership but are ambiguous in this regard for the Port. The Port supports HB 2750.

- Providing $5 million in funding that allows the Port to complete pre-development environmental and design work, making the construction project ready and eligible for available federal funding or an innovative public/private funding model. The Port supports the use of new transportation project revenue or funds allocated through HB 2749.

TO LEARN MORE, PLEASE CONTACT:
Michael McElwee, Executive Director, Port of Hood River: (541)386-1645 or mmcelwee@portofhoodriver.com
Elizabeth Remley, Thorn Run Partners: (503) 841-3862 or eremley@thornrun.com

Commission Memo

Prepared by: Fred Kowell
Date: February 21, 2017
Re: Financial Review for the Six Months Ended December 31, 2016

The three attached documents provide:

1) Overall Revenues vs Expenses for the Port;

2) Revenues Actuals vs Budget; and

3) Expenditures Actuals vs Budget schedules.

Staff will first discuss the third schedule, Expenditures Budget vs Actual since that is where the budget laws apply. The financial expenditure schedule which depicts budget versus actual activity is 50% through this fiscal year.

With respect to the Revenue Fund personnel services is 46% of the budget for being half way through the year. This will increase as the summer season approaches. There is only one area experiencing higher personnel costs than 50% of the budget which is the DMV Building but that should come in line by the end of the year as the summer work has already been performed.

Overall, Materials & Services (M&S) is slightly below budget for the six months ended December 31, 2016. Although, at this time of year the M&S actuals should be much lower than 49%. The Halyard Building continues to see higher than budgeted utilities but likewise on the revenue reimbursement side, we see a higher than budget amount as well, which negates this variance. Even though the Expo Center was sold, we are amortizing the prepaid insurance over this year for this asset. In addition, there is a small amount of legal work incurred in this fiscal year due to requests to modify the original agreements. Timber Incubator as well as Wasco are ahead of their budget due to maintenance work in the first six months, but should come back close to budget by year end. Two assets, the Marina and the Airport, have had significant work during the first six months either on electrical issues or weather related work. Port staff will need to solve the electrical issue at the Marina and keep an eye on maintenance issues at the Airport to be able to make the budget by year end.

Bridge revenues are tracking with our budget, however the last two months of inclement weather have created a drag on revenues. Industrial and commercial properties are tracking close to budget with the exception of the Port Building which is related to the slow-down of Gorge Innoventure.

Capital projects are mostly under budget, however for the Halyard Building the combination of making improvements to Suite 104 and HVAC improvements are causing this variance. Additional lease revenues should offset the tenant improvements.

Port staff will need to be stay focused on M&S as well as capital as we move forward into spring. This will be a tight budget year with regard to Capital Outlay and staff will need to monitor any change orders with respect to the capital projects that are underway or will be underway before the end of the fiscal year.

Overall, actuals are tracking to budget with a few exceptions.

RECOMMENDATION: Discussion.

PORT OF HOOD RIVER
SCHEDULE OF EXPENDITURES BY COST CENTER BY FUND
BUDGET AND ACTUAL - 50% THROUGH THE BUDGET
FOR THE SIX MONTHS ENDED DECEMBER 31, 2016

	Personal Services				Materials & Services				Capital Outlay					Debt Service				Total Appropriation		
EXPENDITURES	**Budget**	**Actual**	**Unspent**	**%**	**Budget**	**Actual**	**Unspent**	**%**	**Budget**	**Actual**	**Total**	**Unspent**	**%**	**Budget**	**Actual**	**Unspent**	**%**	**Budget**	**Actual**	**Unspent**
Toll Bridge	810,800	390,726	420,074	48%	519,500	228,517	290,983	44%	394,000	152,371	152,371	241,629	39%	-	-	-		1,724,300	771,613	952,687
Industrial Facilities																				
Big 7	46,500	22,853	23,647	49%	138,000	71,329	66,671	52%	43,200	10,500	10,500	32,700	24%	-				227,700	104,681	123,019
Jensen Property	47,300	23,250	24,050	49%	181,400	97,089	84,311	54%	211,000		-	211,000	0%	145,000	72,471	72,529	50%	584,700	192,810	391,890
Maritime Building	43,100	21,096	22,004	49%	84,100	44,574	39,526	53%	20,000		-	20,000	0%	-				147,200	65,671	81,529
Halyard Building	61,800	30,451	31,349	49%	211,600	131,993	79,607	62%	10,000	32,718	32,718	(22,718)	327%	-				283,400	195,162	88,238
Expo Building	0	0		100%	-	5,049	(5,049)	#####	-				#####							
Timberline Incubator Building	32,900	16,139	16,761	49%	29,400	20,526	8,874	70%	10,000		-	10,000		-				72,300	36,665	35,635
Wasco Building	45,800	22,576	23,224	49%	90,900	66,413	24,487	73%	19,500		-	19,500		-				156,200	88,989	67,211
Hanel Site	32,400	14,083	18,317	43%	62,000	2,500	59,500	4%	1,501,700	206,967	206,967	1,294,733	14%	140,800	55,734	85,066	40%	1,736,900	279,285	1,457,615
	309,800	150,448	159,352	49%	797,400	439,473	357,927	55%	1,815,400	250,186	250,186	1,565,214	14%	285,800	128,205	157,595	45%	3,208,400	963,263	787,522
Commercial Facilities																				
State Office (DMV) Building	23,900	14,232	9,668	60%	33,000	15,137	17,863	46%	20,000	13,352	13,352	6,648		-				76,900	42,721	34,179
Marina Office Building	37,400	18,311	19,089	49%	39,300	20,531	18,769	52%	29,000	16,536	16,536	12,464	57%	-				105,700	55,377	50,323
Port Office Building	25,500	10,545	14,955	41%	22,000	7,840	14,160	36%	5,000		-	5,000	0%	-				52,500	18,385	34,115
	86,800	43,088	43,712	50%	94,300	43,508	50,792	46%	54,000	29,887	29,887	24,113	55%	-	-	-		235,100	116,484	118,616
Waterfront Industrial Land	45,400	22,121	23,279	49%	89,500	20,085	69,415	22%	235,000	7,752	7,752	227,248	3%	-				369,900	49,959	319,941
Waterfront Recreation																				
Eventsite	147,600	51,141	96,459	35%	38,000	19,731	18,269	52%	60,000	35,241	35,241	24,759	59%	-				245,600	106,112	139,488
Hook/Spit	48,700	21,954	26,746	45%	11,000	4,157	6,843	38%	30,000	-	-	30,000	0%	-				89,700	26,111	63,589
Marina Park	167,900	77,646	90,254	46%	69,400	27,175	42,225	39%	35,000	8,229	8,229	26,771	24%	-				272,300	113,051	159,250
	364,200	150,742	213,458	41%	118,400	51,062	67,338	43%	125,000	43,470	43,470	81,530	35%	-	-	-		607,600	245,274	362,326
Marina	138,100	67,133	70,967	49%	85,500	58,838	26,662	69%	108,000	34,193	34,193	73,807	32%	100,350	81,384	18,966	81%	431,950	241,547	190,403
Airport	85,500	44,019	41,481	51%	137,300	89,856	104,680	65%	2,336,900	179,435	179,435	2,157,465	8%	68,300				2,628,000	313,310	2,314,690
Administration	32,200	350	31,850	1%	117,500	35,568	81,933	30%	20,000		-	20,000	0%					169,700	35,918	133,783
Maintenance	-	-	-		88,000	35,217	52,783	40%	32,100	34,548	34,548	(2,448)	108%	-		-		120,100	69,765	50,335
Total Expenditures	1,872,800	868,627	1,004,173	46%	2,047,400	1,002,124	1,102,512	49%	5,120,400	731,841	731,841	4,388,559	14%	454,450	209,588	176,562	46%	9,495,050	2,807,132	5,230,303
Bridge Repair & Replacement Fund	40,800	20,832	19,968	51%	292,500	30,272	262,228	10%	1,969,500	204,704	204,704	1,764,797	10%	858,000	21,793	836,207	3%	3,160,800	277,600	2,883,200
General Fund	110,600	47,411	63,189	43%	428,800	131,464	297,336	31%										539,400	178,875	360,525

Unfavorable Variance - Expenditures

The Halyard building is continuring to use more utilities than budgeted, however the revenue reimbursement on those revenues are over budget as well.
The Expo Center although sold, has the amortization of prepaid insurance and some legal charges from modifications fromthe original agrement that have been incurred.
Timber Incubator and Wasco has had some maintenance work during the first six months of the year, that should allow the budget to catch up by year end.
The marina's electrical issues is causing some of this variance. If those issues get resolve in the next month, it should be close to budget by year end.
The airport continues to see more maintenance work than budgeted but should be closer to budget by year end.
The Halyard building capital outlay is a combination of HVAC and tenant improvements to 104 that were not contemplated in the budget.

PORT OF HOOD RIVER
Schedule of Revenues by Cost Center By Fund
Budget to Actuals - 50% Through Budget
For the Six Months Ended December 31, 2016

	REVENUES				
	Budget	**Actual**	**Total**	**Variance**	**%**
REVENUE FUND					
Toll Bridge					
Bridge Tolls	4,122,800	2,093,460	2,093,460	(2,029,340)	51%
Cable Crossing Leases	10,000	10,000	10,000	-	100%
Other	1,000	3,390	3,390	2,390	339%
	4,133,800	2,106,850	2,106,850	(2,026,950)	51%
Industrial Facilities					
Big 7					
Lease Revenues	190,800	91,624	$ 91,624	(99,176)	48%
Reimbursements/Other	50,400	47,313	$ 47,313	(3,087)	94%
Jensen Property					
Lease Revenues	334,000	166,682	166,682	(167,318)	50%
Reimbursements/Other	135,900	85,422	85,422	(50,478)	63%
Maritime Building					
Lease Revenues	232,500	97,554	97,554	(134,946)	42%
Reimbursements/Other	47,800	32,120	32,120	(15,680)	67%
Halyard Building					
Lease Revenues	212,900	105,378	105,378	(107,522)	49%
Reimbursements/Other	142,100	117,965	117,965	(24,135)	83%
Note Receivable	19,550	9,775	9,775	(9,775)	50%
Other			-	-	
Expo Center					
Reimbursements/Other	-		-	-	#DIV/0!
Timberline Incubator Building					
Lease Revenues	67,500	33,767	33,767	(33,733)	50%
Reimbursements	14,800	10,707	10,707	(4,093)	72%
Wasco Building				-	
Lease Revenues	157,000	79,199	79,199	(77,801)	50%
Reimbursements	40,600	34,401	34,401	(6,199)	85%
Hanel					
Reimbursements		-	-	-	
Other Financing Sources	-		-	-	#DIV/0!
	1,645,850	911,905	911,905	(733,945)	55%
Commercial Facilities					
State Office (DMV) Building					
Lease Revenues	40,600	20,190	20,190	(20,410)	50%
Reimbursements	-		-	-	#DIV/0!
Marina Office Building					
Lease Revenues	67,400	33,509	33,509	(33,891)	50%
Reimbursements	22,000	15,930	15,930	(6,070)	72%
Port Office Building			-		
Lease Revenues	52,450	12,138	12,138	(40,313)	23%
Reimbursements	1,500	452	452	(1,048)	30%
	183,950	82,218	82,218	(101,732)	45%
Waterfront Industrial Land					
Lease Revenues	600	400	400	(200)	67%
Land Sale	-		-	-	#DIV/0!
Parking	25,000		-	(25,000)	0%
Other Income	400	2,675	2,675	2,275	669%
URA Payments	110,400		-	(110,400)	0%
	136,400	3,075	3,075	(133,325)	2%
Waterfront Recreation					
Eventsite, Hook and Spit					
Eventsite - Passes/Permits and Concessions	115,100	48,551	48,551	(66,549)	42%
Hook/Spit/Nichols	9,100		-	(9,100)	0%
Marina Park					
Sailing Schools, Showers and Events	9,200	4,086	4,086	(5,114)	44%
Lease Revenues	6,200	3,252	3,252	(2,948)	52%
Reimbursements	2,000	600	600	(1,400)	30%
Grant			-	-	#DIV/0!
	141,600	56,489	56,489	(85,111)	40%
Marina					
Lease Revenues	178,000	8,856	8,856	(169,144)	5%
Moorage Assessment	85,200	910	910		
Reimbursements/Other	29,300	31,362	31,362	2,062	107%
Grant	6,500	14,011	14,011	7,511	216%
Other Financing Sources	-		-	-	#DIV/0!
	299,000	55,139	55,139	(159,571)	18%
Airport					
Lease Revenues	171,300	34,808	34,808	(136,492)	20%
Reimbursements	16,800	10,262	10,262	(6,538)	61%
Grants	1,250,000				
Other Financing Sources	1,271,000		-	(1,271,000)	0%
	2,709,100	45,070	45,070	(1,414,030)	2%
Budget to Actual Revenues	9,249,700	3,260,746	3,257,671	(4,521,339)	35%
Revenues less Other financing sources	6,591,250	3,233,570	3,230,495	(3,140,066)	49%
GENERAL FUND					
Property taxes	63,900	60,947	60,947	(2,953)	95%
Transfers from other funds	475,500	178,875	178,875	(296,625)	38%
	$ 539,400	$ 239,822	$ 239,822	$ (299,578)	44%
BRIDGE REPAIR & REPLACEMENT FUND					
Transfers from other funds	$ 1,591,300	$ 147,600	147,600	(1,443,700)	9%

PORT OF HOOD RIVER

STATEMENT OF OPERATING REVENUES, EXPENDITURES AND OTHER SOURCES AND USES OF FUNDS AND BUDGET VS ACTUAL PERFORMANCE FOR THE YEAR SIX MONTHS ENDED DECEMBER 31, 2016

	REVENUE FUND									BRIDGE REPAIR &	
OPERATING REVENUES	**Bridge**	**Industrial Buildings**	**Commercial Buildings**	**Waterfront Land**	**Waterfront Recreation**	**Marina**	**Airport**	**Administration Maintenance**	**GENERAL FUND**	**REPLACEMENT FUND**	**TOTAL**
Tolls	$ 2,106,850										$ 2,106,850
Leases		$ 574,203	$ 65,836	$ 400	$ 3,252	$ 9,766	$ 34,808				688,266
Reimbursements		327,927	16,382	-	600	31,362	10,262				386,532
Fees, Events, Passes and Concessions					52,637						52,637
Property taxes									60,947		60,947
Total Operating Revenues	2,106,850	902,130	82,218	400	56,489	41,128	45,070	-	60,947	-	3,295,232
Operating Expenses											
Personnel Services	390,726	150,448	43,088	22,121	150,742	67,133	44,019	350	47,411	20,832	936,870
Materials & Services	228,517	439,473	43,508	20,085	51,062	58,838	89,856	70,785	131,464	30,272	1,163,860
Total Operating Expenses	619,242	589,921	86,596	42,206	201,804	125,971	133,875	71,135	178,875	51,104	2,100,730
Operating income/(Loss)	1,487,607	312,209	(4,378)	(41,806)	(145,315)	(84,843)	(88,805)	(71,135)	(117,928)	(51,104)	1,194,502
Other Resources											
Income from other sources	-	-		2,675	-	-	-	36,126	658	135,047	174,506
Grants	-				-	14,011	-		-	-	14,011
Sale of land	-			-	-	-	-	-	-	-	-
Note receivables	-	9,775		-	-	-	-	-	-	-	9,775
Total Other Resources	-	9,775	-	2,675	-	14,011	-	36,126	658	135,047	198,293
Other (Uses)											
Capital projects	(152,371)	(250,186)	(29,887)	(7,752)	(43,470)	(34,193)	(179,435)	(34,548)	-	(204,704)	(936,544)
Debt service	-	(128,205)	-	-	-	(81,384)	-	-	-	(21,793)	(231,381)
Total Other (Uses)	(152,371)	(378,390)	(29,887)	(7,752)	(43,470)	(115,576)	(179,435)	(34,548)	-	(226,496)	(1,167,926)
Transfers In/(Out)	(147,600)							(178,875)	178,875	147,600	-
Net Cashflow	$ 1,187,637	$ (56,406)	$ (34,266)	$ (46,884)	$ (188,785)	$ (186,409)	$ (268,240)	$ (248,431)	$ 61,605	$ 5,047	$ 224,868
BUDGET VS ACTUAL PERFORMANCE											
FY 2016-17 Budget											
Operating revenues - Budget	$ 4,132,800	$ 1,626,300	$ 183,950	$ 26,000	$ 132,500	$ 292,500	$ 188,100	$ -	$ 63,900	$ -	$ 6,646,050
Operating revenues - Actuals	2,105,672	902,130	82,218	400	56,489	41,128	45,070	-	60,947	-	3,294,054
Actuals greater/(Less) than budget	(2,027,128)	(724,170)	(101,732)	(25,600)	(76,011)	(251,372)	(143,030)	-	(2,953)	-	(3,351,996)
	51%	55%	45%	2%	43%	14%	24%		95%	#DIV/0!	50%
Operating expenses - Budget	1,330,300	1,107,200	181,100	134,900	482,600	223,600	222,800	237,700	539,400	333,300	4,792,900
Operating expenses - Actuals	619,242	589,921	86,596	42,206	201,804	125,971	133,875	71,135	178,875	51,104	2,100,730
Actuals (greater)/Less than budget	711,058	517,279	94,504	92,694	280,796	97,629	88,925	166,565	360,525	282,196	2,692,170
	47%	53%	48%	31%	42%	56%	60%		33%	15%	44%
Other Resources - Budget	1,000	19,550	-	110,400	9,100	6,500	2,521,000	25,000	100	5,000	2,697,650
Other Resources - Actuals	3,390	9,775	-	2,675	-	14,011	-	36,126	658	135,047	201,683
Actuals greater/(Less) than budget	2,390	(9,775)	-	(107,725)	(9,100)	7,511	(2,521,000)	11,126	558	130,047	(2,495,967)
Other (Uses) - Budget	394,000	2,101,200	54,000	235,000	125,000	208,350	2,336,900	52,100	-	2,827,500	$ 8,334,050
Other (Uses) - Actuals	152,371	378,390	29,887	7,752	43,470	115,576	179,435	34,548	-	226,496	$ 1,167,926
Actuals (greater)/Less than budget	241,629	1,722,810	24,113	227,248	81,530	92,774	2,157,465	17,552	-	2,601,004	7,166,124
	39%	18%	55%	3%	35%	55%	8%	66%	#DIV/0!	8%	14%
Net Position - Budget vs Actuals @ 50%	$ (1,072,051)	$ 1,506,144	$ 16,884	$ 186,616	$ 277,215	$ (53,459)	$ (417,640)	$ 195,244	$ 358,130	$ 3,013,247	$ 4,010,330

PORT OF HOOD RIVER
BUDGET ADJUSTMENTS BETWEEN MAJOR COST OBJECTS
SCHEDULE OF EXPENDITURES AND CHANGES TO APPROPRIATION
FOR THE FY 2015-16

REVENUE FUND	Cost Center	Personnel Services			Materials & Services			Capital Outlay			Debt Service			Increase/ (Decrease) to Adopted Budget	Notes
		Adopted	Revised	Actual	Adopted	Revised	Actual	Adopted	Revised	Actual	Adopted	Revised	Actual		
Toll Bridge	100	810,800	810,800	390,726	519,500	619,500	228,517	394,000	294,000	152,371	-	-	-	-	1
Industrial Facilities															
Big 7	200/205	46,500	46,500	22,853	138,000	163,000	71,329	43,200	(1,800)	10,500	-			(20,000)	2
Jensen Property	302	47,300	47,300	23,250	181,400	181,400	97,089	211,000	196,000	-	145,000	145,000	72,471	(15,000)	3
Maritime Building	303	43,100	45,100	21,096	84,100	82,100	44,574	20,000	5,000	-	-			(15,000)	4
Halyard Building	307	61,800	61,800	30,451	211,600	249,600	131,993	10,000	45,000	32,718	-			73,000	2,4
Expo Center	401	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!			#REF!	5
Timber Incubator Bldg	702	32,900	34,900	16,139	29,400	27,400	20,526	10,000	25,000	-	-			15,000	3
Wasco Bldg	800	45,800	45,800	22,576	90,900	90,900	66,413	19,500	8,000	-	-			(11,500)	
Hanel Lower Mill		32,400	32,400	14,083	62,000	62,000	2,500	1,501,700	1,430,700	206,967	140,800	153,800		(58,000)	2,4,5
	+	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	298,800	72,471	#REF!	
Commercial Facilities															
State (DMV) Office Bldg.	501	23,900	25,400	14,232	33,000	33,000	15,137	20,000	20,000	13,352	-			1,500	6
Marina Office Building	506	37,400	37,400	18,311	39,300	42,300	20,531	29,000	26,000	16,536	-			-	7
Port Office Building	502	25,500	27,000	10,545	22,000	22,000	7,840	5,000	2,000	-	-			(1,500)	6
		86,800	89,800	43,088	94,300	97,300	43,508	54,000	48,000	29,887	-	-	-	-	
Waterfront Industrial Land	300/301	45,400	47,400	22,121	89,500	87,500	20,085	235,000	135,000	7,752	-			(100,000)	8
Waterfront Recreation															
Eventsite	402	147,600	147,600	51,141	38,000	38,000	19,731	60,000	52,000	35,241	-			(8,000)	9
Hook and Spit	306/505	48,700	48,700	21,954	11,000	11,000	4,157	30,000	38,000	-	-			8,000	9
Marina Park	504	167,900	167,900	77,646	69,400	69,400	27,175	35,000	35,000	8,229	-			-	
		364,200	364,200	150,742	118,400	118,400	51,062	125,000	125,000	43,470	-	-	-	-	
Marina	503	138,100	138,100	67,133	85,500	85,500	58,838	108,000	108,000	34,193	100,350	100,350	81,384	-	9
Airport	600	85,500	85,500	44,019	137,300	137,300	89,856	2,336,900	2,436,900	179,435	68,300				8
Administration		32,200	32,200	350	117,500	117,500	35,568	20,000	10,000	-	-			(10,000)	10
Maintenance		-		-	88,000	88,000	35,217	32,100	42,100	34,548	-			10,000	10
		#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	399,150	153,855	#REF!	
Increase/(Decrease) in Appropriation			#REF!			#REF!			#REF!			#REF!			
Bridge Repair & Replacement Fund		40,800	42,800	20,832	292,500	507,500	30,272	1,969,500	1,751,500	204,704	858,000	859,000	21,793	(1,000)	11
General Fund		110,600	113,600	47,411	428,800	425,800	131,464	-	-	-	-			-	12

Notes to Budget Adjustments:

Changes to appropriations to Cost Center

1 Transfer $50000 from CIP to M&S due to bridge allision legal and repair costs and $50000 for transponders.
2 Big 7 CIP had originally anticipated $50,000 of TI's and $52,000 of HVAC and other building improvements. Some of theses costs were not capitalizable and are thus expensed. $25,000 is shifted to M&S and $20000 to Halyard Ti Rm 104.
3 Transfer $15000 to Timber Incubator CIP for lighting upgrade which shows gross amount not net after credit. Some Jensen work moved to FY 2016-17.
4 Transfer $15000 to Halyard CIP to cover Ti improvements more than budget. A&E for Maritime shifted to next year's budget. Moved $38000 from Hanel CIP to cover utilities at Halyard. Reimbursed through revenues.
5 Transfer $20,000 from Hanel CIP due to prolonged closing on Expo. Hanel CIP will not be totally used this year. Transfer $13000 to debt service due to budget prepared before final loan terms.
6 Transfer $1500 to DMV PS from Port Bldg CIP that is unused and an additional $1500 to Port PS from Port CIP due to possible overrun.
7 Transfer $3000 from Marina Office CIP to M&S due to possible overrun in M&S. CIP will be used but not to budget.
8 Transfer $2,000 from Waterfront Industrial Land Materials & Services to Personnel Services due to possible labor overrun. Transfer $100,000 to Airport CIP due to North ramp and south taxiway work starting before anticipated by FAA funding.
9 Transfer $8,000 from Eventsite CIP to to Hook launch due to grant funding coming in higher than budgeted.
9 Transfer $35,000 from Marina Materials & Services to CIP due to Boat House dock work being completed in this year than budgeted. Funding came from master plan budget that turned out to be significantly less.
10 Transfer $10,00 from to Maintenance from ADMIN CIP due to additional work in Shop and yard.
11 Transfer $215,000 from Bridge R&R CIP to M&S due to bridge allision and expense items versus capital. Also, transfer $2000 to Bridge R&R PS from CIP due to possible PS overrun due to allission. Additional transfer of $1000 for debt service.
12 Transfer $3000 from General Fund M&S to PS due to possible overrun.

Executive Director's Report
February 21, 2017

Staff & Administrative

- Laurie Borton's last day will be February 28. A staff lunch will be held February 23 at the Best Western. All Commissioners are invited to attend. The office will be closed for 2 hours so all office staff can attend.

- To fill the Marina Manager position, Janet Lerner has agreed to assume those responsibilities on an interim basis. Janet also assists Fred with accounting support and will continue with those tasks.

- A reminder that the Spring Planning Meeting is scheduled for March 21 and the Budget Committee meeting will occur April 18. March will be a busy month with the PNWA trip to Washington in the middle of the month. The full March schedule is attached.

- Staff is preparing budget estimates in preparation for compiling the initial FY 18 budget.

- The Gorge(ous) Night in Olympia event was rescheduled to March 23 due to an ice storm warning of dangerous travel conditions. The Gorge(ous) Night in Salem is scheduled for March 9. Insitu has donated use of a van for carpool and Genevieve is taking reservations for remaining available seats.

- The PNWA Mission to Washington is scheduled for March 13-16. Commissioner Shortt and I will attend.

Recreation/Marina

- Due to the temporary by-pass of the GFCI breaker on C Dock North, no power outages have occurred in the last month. We will resume efforts to resolve the trip problem when more normal weather conditions return.

- Interim Waterfront Coordinator Stu Watson is preparing requests to Hood River Valley Parks & Recreation for SDC fees for two projects: upgrades to the path under the Bridge and relocation of the remaining dock behind the Maritime Building to the Nichols Basin. Civil Engineer Stu Cato is preparing final plans for repaving the pedestrian path under the Bridge to the Best Western property line and a low wall to add clear width at the bridge abutment. This project could be bid and constructed in May or June.

- An organization called "OutFound" is proposing a multi-day sports event on the waterfront in summer 2017. Port facilities sought for use include Lot #1, the Hook, and Marina Park. This same event was proposed last summer but was not met with total support from the City or Chamber. Staff will bring more details to the Commission for direction in March.

- The Hood River Valley High School Water Polo team is proposing a three-day, 16-team competition in the Nichols Basin at the end of August. They will be seeking approval to move lane lines, nets, etc. into the basin, staging for spectators along the seawall, and camping on Marina Green.

Development/Property

- The Waterfront Parking Committee established by City Council is expected to meet again on February 24.
- The building Brad Perron utilized to store his carousel machinery at the Dee Mill site collapsed during the recent ice storm. We have entered into a short term lease with Mr. Perron for use of a portion of the Big 7 Building to allow space for damage assessment and storage.

Airport

- The State's Aviation Review Committee (ARC) held a meeting on February 2, 2017 and compiled a list of projects for recommendation to the State Aviation Board through the COAR grant program. The Port's request for $103,500 is ranked fifth in the Priority 1 category on this state-wide list and is likely to be approved. This grant would provide a significant amount of the 10% local match for the South Taxi-way project currently in design.
- Staff is working with consultant Elaine Howard to prepare a draft amendment to the Windmaster Urban Renewal Plan. The Port will be seeking a $200,000 commitment or funds from the urban renewal agency for the North Ramp project.
- Anne toured the Airport with the County planning department staff and planners on February 9. The goal of the tour was to familiarize them with the upcoming projects on both the north and the south portions of the airport.

Bridge/Transportation

- An unidentified log truck struck an element of the overhead truss system of the Bridge on or around February 10. It damaged a prior repair which Port crews will be again repairing on Friday. Our crew will simply cut out what was damaged and replace in like. Notices of planned single lane closures occurring Friday, Feb 17 from 9:00am-1:00pm were sent on Wednesday, Feb 15 via all regular channels.
- Legislative advocacy efforts on the two draft bills related to bridge replacement that were discussed previously by the Commission have begun in earnest. Dan Bates and I met with fourteen legislators in Salem

on February 15 to seek support. A full update will be provided at the meeting.

- Steve Siegel and I will meet with WSDOT officials in Vancouver at the end of February to further describe our bridge replacement efforts. We had previously met with WSDOT late last year and they expressed support so long as ODOT was also supportive.

- It is now expected that the Trump administration will either cancel or significantly alter the required project criteria for the current round of consideration for FASTLANE II. It is likely, though not of yet certain, that the Administration will issue new program guidelines and a new call for a 2nd round of grant applications later this year. This would mean that the application we prepared in late 2016 would need to be revised and re-submitted.

Commission Calendar - March 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7 **Commission Mtg 5pm**	8	9	10	11
12 PNWA Mission to DC McElwee, Shortt	13 **URA Board** Mission to DC McElwee, Shortt	14 Mission to DC McElwee, Shortt	15 Mission to DC McElwee, Shortt	16 Mission to DC McElwee, Shortt	17	18
19	20 KIHR Radio, 8am	21 **SPRING PLANNING** **Noon (w/lunch) and Regular Session to follow**	22	23 Marina Committee 8am Gorge Innoventure w/ Peter Olmstead, USACE	24	25
26	27	28	29	30	31	

February 2017

S	M	T	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

April 2017

S	M	T	W	Th	F	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Notes:

Commission Memo

Prepared by: Fred Kowell
Date: February 21, 2017
Re: Replacement of Transponder Readers and IDRIS

During the December 13, 2016 meeting, the Commission approved a Professional Services Contract with Kapsch TraffiCom IVHS Inc. for the replacement of the IDRIS loops and transponder readers. During legal counsel review considering new contract rules and regulations, legal counsel advises this contract be written as a Goods & Services Contract; and be approved as a sole source contract under the findings brought to the Local Contract Review Board (LCRB). This new contract and findings will be brought to the Commission at the March 7 meeting and the LCRB will be convened. At this time, the current contract must be rescinded.

RECOMMENDATION: Rescind contract with Kapsch TrafficCom IVHS Inc. for the replacement of IDRIS loops and ETC systems for an amount not to exceed $281,579 that was approved at the December 13, 2016 meeting.

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Commission Memo

Prepared by: Anne Medenbach
Date: February 21, 2017
Re: Maintenance Hangar Bi-fold Door Installation, Griffin Construction, LLC

The Fixed Base Operator ("FBO") at the Airport utilizes the Maintenance Hangar ("Hangar") to perform annual maintenance on private aircraft. This service is included in the FBO Agreement and is an essential to Airport operations.

The Hangar was built in the 1950's. There are two large roller doors that open to allow aircraft access into two adjacent bays. The westernmost door was replaced approximately five years ago with a new bi-fold door. Due to the age of the support beams in the Hangar and the weight of the new door, it was necessary at that time to install a steel "exo-structure" to support the new door. That was attached to the existing building and has worked well.

The eastern door has now failed. Schlosser Machine has enhanced the support beam and also refurbished the roller mechanisms. While this helped somewhat, the door still does not open correctly. Unfortunately, the company that installed the new western door is no longer in business. Staff has experienced significant difficulty finding available contractors that could perform this task on budget.

Griffin Construction, LLC has successfully completed multiple projects for the Port. They have submitted a proposal with hard costs, but are unsure on timeline. The attached contract is for 160 labor hours at $95/hour. Sam Griffin is confident the project will not require that many hours, but estimated conservatively due to the uniqueness of the project.

The materials costs, including the bi-fold door ($7,890.00), the steel header ($4,000) and the removal and disposal of the door ($3,040), are included in the contract amount.

RECOMMENDATION: Approve contract with Griffin Construction LLC for installation of a bi-fold hangar door at the Maintenance Hangar in an amount not to exceed $30,130.

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Small Procurement Contract

1. This Contract is entered into between the Port of Hood River ("Port") and **Griffin Construction LLC** ("Contractor"). Contractor agrees to perform the Scope of Work described in attached Exhibit A to Port's satisfaction. Port shall pay Contractor in an amount not to exceed **$30,130**.

2. This Contract shall be in effect from the date at which every party has signed this Contract through **May 1, 2017**. Either Contractor or Port may terminate this Contract in the event of a breach of the Contract by the other. Port may terminate this Contract for any reason by giving 15 days written notice to Contractor at Contractor's address listed below. If Port terminates this Contract, Contractor shall only receive compensation for work done and expenses paid by Contractor prior to the Contract termination date.

3. All work products of the Contract, which result from this Contract are the exclusive property of Port. Port shall have access to all books, documents, papers, permits and records of Contractor which relate to this Contract for purpose of making audit, examination, excerpts, and transcripts for a period of three years after final payment.

4. Contractor will apply that skill and knowledge with care and diligence to perform the work in a professional manner and in accordance with standards prevalent in Contractor's industry, trade or profession. Contractor will, at all times during the term of the Contract be qualified, professionally competent, and duly licensed to perform the work.

5. Contractor certifies that Contractor is an Independent Contractor as defined in ORS 670.600 and shall be entitled to no compensation other than that stated above.

6. Contractor shall indemnify, defend, and hold harmless Port, its Commissioners, officers, agents, and employees from all claims, suits, or actions of whatsoever nature resulting from or arising out of the activities of Contractor or its subcontractors, agents or employees under this Contract except to the extent the Port is negligent and responsible to pay damages. Contractor shall provide insurance in accordance with attached Exhibit B.

7. This Contract may be executed in any number of counterparts, and any single counterpart or set of counterparts signed, in either case, by all parties hereto shall constitute a full and original instrument, but all of which shall together constitute one and the same instrument.

8. This Contract shall be governed by the laws of the State of Oregon and any litigation involving any question arising under this Contract must be brought in the Circuit Court in Hood River County, Oregon. If any provision of this Contract is found to be illegal or unenforceable, this Contract shall remain in full force and effect and the provision shall be stricken.

9. Contractor shall adhere to all applicable federal, state, and local laws and regulations, including those governing its relationship with its employees.

10. This Contract contains the entire agreement between Contractor and Port and supersedes all prior written or oral discussions or agreements. Any modification to this Contract shall be reduced to writing and signed by the Contractor and Port. Contractor shall not assign this Contract or subcontract its work under this Contract without the prior written approval of Port.

11. The person signing below on behalf of Contractor warrants they have authority to sign for and bind Contractor.

Griffin Construction LLC	**Port of Hood River**
Date:	Date:
Signed by: Its:	Signed by: Michael McElwee Its: Executive Director
Address: 1411 NW Murphy Ct. Prineville, OR 97754	1000 E. Port Marina Drive, Hood River, OR 97031
Phone: (541) 447-7237	(541) 386-1645/ porthr@gorge.net
Email:sam@griffinconstructionllc.com	

Small Procurement Contract
Exhibit A

I. SCOPE OF WORK:

Location: 3650 Airport Drive, Hood River OR 97031 – "Maintenance Hangar"

Summary: Install bi-fold door and support beams to replace failed roll door.

Items included in contract:

a. Bi fold door to be purchased by Contractor from manufacturer (See attached specifications)
b. Steel header and columns to be purchased by Contractor (see attached specifications)
c. Demolish and remove existing door and surrounding materials to allow for installation of new door and supports.
d. Furnish and install bi-fold door and support beams, ensure proper operation after installation, patch areas that are damaged during construction.

II. DELIVERABLES AND TIMEFRAME:

Project to be completed no later than May 1, 2017

III. CONSIDERATION:

This contract is not to exceed $30,130.

Labor rate is $95 per hour per man. Estimated hours is 160 total. If Contractor is not able to complete the project in the time allotted, they must receive Port approval to increase the amount of hours through a contract amendment.

Materials costs are outlined below and will not exceed the amount listed.

Cable Lift Bi-Fold door install		
• **Bi-fold door $7,890**		$7,890.00
• **Added steel header and columns $4,000**		$4,000.00
• **Demo and remove existing door and remove exter skin to provide access to install steel and door $3,040**		$3,040.00
• **Install door and related steel on T&M Labor rate @ $95 PR HR**		
I could see two men two weeks to install doors and steel. 160HRS	*Approximate T&M*	*$15,200.00*

IV. BILLING AND PAYMENT PROCEDURE:

The Contractor shall submit to the Port for payment an itemized invoice in a form and in sufficient detail to determine the work performed for the amount requested. The invoice shall contain at a minimum:

- Invoice date
- Contract project title
- Record of hours worked and a brief description of activities

- Billing rate applied

Invoices for services will be submitted on a monthly basis. Payments due which exceed 90 days from date of invoice may be subject to a monthly charge of 1.5% of the unpaid balance (18% annual).

The Port shall process payment in its normal course and manner for Accounts Payable, net 30 days.

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ACTION ITEMS

Small Procurement Contract
Exhibit B

INSURANCE
Contractors, please send this to your insurance agent immediately.

During the term of this Contract, Contractor shall maintain in force at its own expense, each insurance noted below:

1. Workers' Compensation insurance in compliance with ORS 656.017, which requires subject employers to provide Oregon workers' compensation coverage for all their subject workers. (Required of contractors with one or more employees, unless exempt order ORS 656.027.)

___x__ Required and attached OR _____ Contractor is exempt

Certified by Contractor: _____
Signature/Title

---

2. Commercial General Liability insurance on an occurrence basis with a limit of not less than $1,000,000 each occurrence for bodily injury and property damage and $2,000,000 general aggregate. The Liability Insurance coverage shall provide contractual liability. The coverage shall name the Port of Hood River and each of its Commissioners, officers, agents, and employees as Additional Insured with respect to the Contractor's services to be provided under the Contract.

____x_____ Required and attached Waived by Finance Manager _____

3. Automobile Liability insurance with a combined single limit of not less than $1,000,000 each occurrence for bodily injury and property damage, including coverage for owned, hired, or non-owned vehicles, as applicable.

_____x_____ Required and attached Waived by Finance Manager _____

4. Professional Liability insurance with a $1,000,000 per claim and $1,000,000 in the aggregate for malpractice or errors and omissions coverage against liability for personal injury, death or damage of property, including loss of use thereof, arising from the firm's acts, errors or omissions in any way related to this Contract.

_____ Required and attached Waived by Finance Manager _____x_____

5. **Certificate of Insurance.** As evidence of the insurance coverage required by this Contract, the Contractor shall furnish acceptable insurance certificates to the Port at the time Contractor returns the signed Contract.

   The General Liability certificate shall provide that the Port, its Commissioners, officers, agents, and employees are Additional Insured but only with respect to the Contractor's services to be provided under this Contract.

Endorsement CG 20 10 11 85 or its equivalent must be attached to the Certificate. The Certificate must contain a standard 30 day notice of cancellation clause which guarantees notification in writing to the Certificate Holder (Port of Hood River). Insuring companies or entities are subject to Port acceptance. If requested, complete copies of the insurance policy shall be provided to the Port. The Contractor shall be financially responsible for all pertinent deductibles, self-insured retentions, and/or self-insurance.

SCHWEISS THE DOOR LEADER

BIFOLD DOOR SPECS

Tel: 507-426-6273 Fax: 507-426-7408 schweissdoors.com

SPEC SHEET

Order Number:		**Building Manufacturer:**	
Bid Number:	101216 TA	**Contact:**	
Bid Date:	10/12/16	**Fax/E-Mail:**	
Company:	Tac Aero	**Name:**	
Customer:	Jeff Renard	**Job Loc:**	The Dalles OR 97058

Door Width	Door Height	Wdg.	Overall Height	Door Style	Drive Type	Lift Type	Truss	Hinge Style	Tot W - Inches	Tot H - Inches
45'-6.00"	11'-8.00"	24"	13'-8.00"	SCHWEISS	Bottom Drive	Std. Cable	Internal	Single Hinges	550"	164"

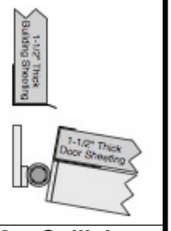
☒ ***PRELIMINARY SPECS*** - These are Preliminary Spec Sheets - do not manufacture the building header/columns using these specifications.

☐ ***FINAL SPECS*** - **AS OF 10/12/16** Will be provided when the door contract is finalized.

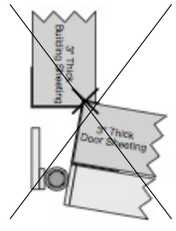
Preliminary - *Bi-Fold Door Specifications*

	Inches	Feet & Inches	
A-	**546.00"**	*45'- 6.00"*	Clear Opening between side columns or (steel or wood) - finished clear opening.
AA-	**558.00"**	*46'- 6.00"*	Total distance to stay back with the building sheeting on the side columns.
B-	**140.00"**	*11'- 8.00"*	Clear Opening from bottom truss to finished floor - or total height opening.
C-	**164.00"**	*13'- 8.00"*	Distance from finished floor to the very top of hinge (B+D=C).
CCC-	**152.00"**	*12'- 8.00"*	When using stubs to attach your bi-fold door to - the stub columns should hang no lower than 12 inches below the C measurement.
	(Steel Only) **IMPORTANT**		**NOTIFY SCHWEISS if stub columns are lower than 12".**
D-	**24.00"**	*2'- 0.00"*	Distance from top of clear height to top of single hinges.
E-	**23.00"**	*1'- 11.00"*	Distance from top of clear height to center of mounting hole for single hinges.
F-	**165.00"**	*13'- 9.00"*	Distance from finished floor to the building sheeting line above the door. Hold the sheeting to this elevation from the finished floor. These Specs are designed for up to 1-1/2" Thick Sheeting Panels and Trim. When using 2" Thick Insulated Panel and Trim Add 2" to F Measurment Above. When using 3" Thick Insulated Panel and Trim Add 3" to F Measurment Above.
	IMPORTANT -		It is the Contractors/Owners Responsibility to Ensure the Door Sheeting does not Collide with the Building Sheeting - See Illistrations S1 and S2 on the right of this page.
H-	**163.00"**	*13'- 7.00"*	Distance from the finished floor to the center of single hinge bolt holes. ***YOU WILL BOLT THROUGH YOUR HEADER AT THIS HEIGHT***

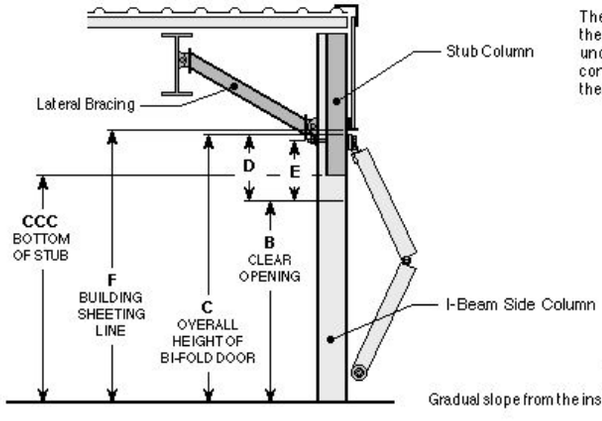
S1 - Clears



S2 - Collision

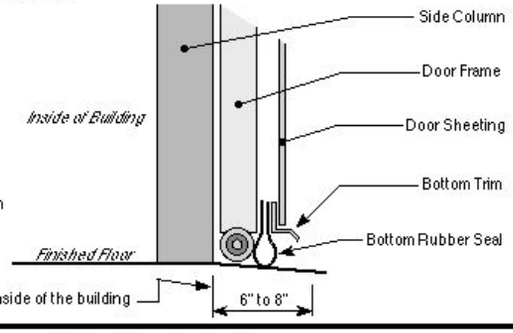


Side View

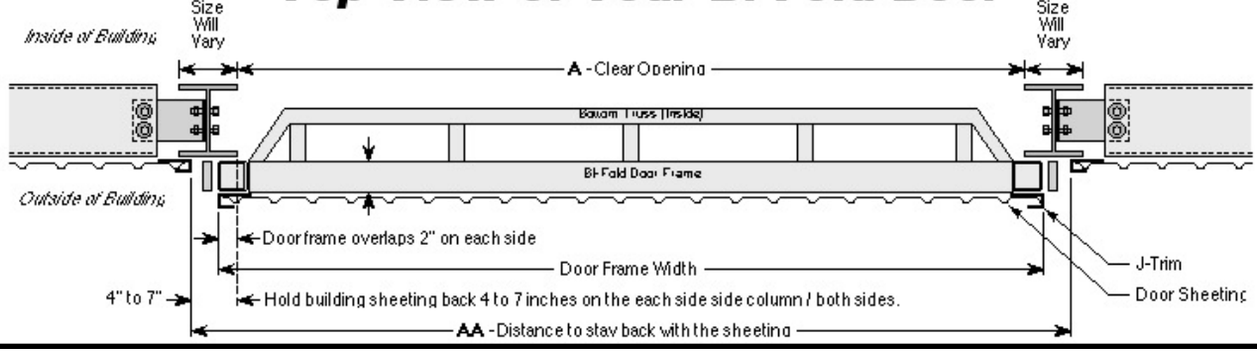


Your Concrete Floor

There must be a solid base or floor under the door frame. The door rests on the face of the building column or building line. To provide a weather tight seal under the bifold door and to keep moisture out of the building, have the concrete floor extend beyond the opening 6 to 8 inches sloping away from the building. **Concrete Floor Must Be Level.**



Top View of Your Bi-Fold Door



101216 8:15

ACTION ITEMS

SCHWEISS THE DOOR LEADER | BIFOLD DOOR SPECS | Tel: 507-426-6273 | Fax: 507-426-7408 | schweissdoors.com | SPEC SHEET

Order Number:				Bid Number:	101216 TA		Bid Date:	10/12/16		
Door Width	Door Height	Wdg.	Overall Height	Door Style	Drive Type	Lift Type	Truss	Hinge Style	Tot W - Inches	Tot H - Inches
45'-6.00"	11'-8.00"	24"	13'-8.00"	SCHWEISS	Bottom Drive	Std. Cable	Internal	Single Hinges	550"	164"

☒ ***PRELIMINARY SPECS*** - These are Preliminary Spec Sheets - do not manufacture the building header/columns using these specs. This is a rough estimate of what the door measurements and weights will be when purchased.

☐ ***FINAL SPECS*** - **AS OF 10/12/16** Will be provided when the door contract is finalized.

Preliminary - Design Criteria - Required Door Information

Building Code	**2012 IBC**	Building Code - *(Default is 2012 IBC)*
Wind Speed	**115 mph**	3 second gust - *(Default is 115 mph)*
Risk Category	**II**	II, III, or IV - *(Default is II)* - *(2009 IBC = Standard Occupancy)*
Wind Exposure	**C**	Exposure - *(Default is C)*
Wind Type	**Component**	Component Wind or Main Wind Force (MWFRS) - (Component if less than 700sqft.)
Enclosure	**Enclosed**	Enclosed or Partially Enclosed - *(Default is Enclosed)*
Topographic Factor - Kzt	**1**	Must Be Provided by the Engineer of Record- *(Default is 1)*
Building Height	**15'**	Mean Roof Height or Eave Height for Building with Roof Slope of 10 Degrees or Less.
Roof Slope	**1 : 12**	Roof Slope - *(Default is 1 : 12)*
Door Operational Wind Speed	**30 mph**	**Maximum Wind Speed for Door Operation is: 30 mph** **Do not operate door if wind speed exceeds the maximum door operating speed. Door must be closed with floor pins and locks engaged when un-attended or when wind speed is expected to exceed the maximum door operating speed.**

Preliminary - Technical Information For Your Bi-Fold Door

A1-	**8**	Number of Hinges
A2-	**4**	Number of Lift Points Distributed Equally.
A3-	**240-1PH**	Electrical System with Up/Stop/Down Switch and Power Unit on the **(LI) - Left/Inside**
	Door Weights	
B1-	**2464 lbs**	Structural Framing Weight
B2-	**620 lbs**	Exterior Sheeting & Trim Weight (29ga. = 0.82 psf. -- 26ga. = 0.99 psf.)
B3-		Liner Sheeting & Trim Weight (29ga. = 0.82 psf. -- 26ga. = 0.99 psf.) / 2 If Only Bottom Half
B4-		Insulation Weight (4" Blanket = 0.5 psf. -- 6" Blanket = 0.65 psf.)
B5-		Optional - added accessories
B6-	**3084 lbs**	**Estimated Total Door Weight**

WARNING - Schweiss manufactures the door based on the listed weights above. DO NOT modify the weight of the door.

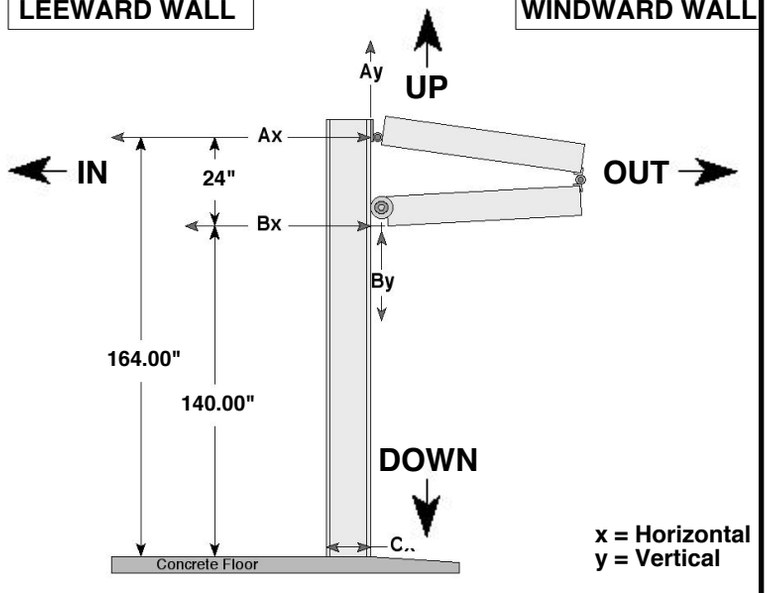
Preliminary - Door Reactions

DOOR CLOSED		END HINGES		CENTER HINGES	
	Column React. at Base (lbs.)	Side Column and 1st Hinge Loc. from Each End (lbs.)		Interior Hinges (lbs.)	
	(C_x)	(A_x)	(A_y)	(A_x)	(A_y)
Dead Load	0	0	242 ⌄	0	485 ⌄
WINDWARD WALL	**115 MPH WIND LOAD**				
Internal Pressure	1211 ‹	190 ‹	0	381 ‹	0
Internal Suction	2050 ‹	322 ‹	0	644 ‹	0
LEEWARD WALL					
Internal Pressure	2282 ›	359 ›	0	717 ›	0
Internal Suction	1444 ›	227 ›	0	454 ›	0

DOOR OPEN		END HINGES		CENTER HINGES	
	Roller Forces (lbs.)	Side Column and 1st Hinge Loc. from Each End (lbs.)		Interior Hinges (lbs.)	
	(B_x)	(A_x)	(A_y)	(A_x)	(A_y)
Dead Load	2606 ‹	409 ›	242 ⌄	819 ›	485 ⌄
WINDWARD WALL	**30 MPH MAXIMUM WIND FOR DOOR OPERATION**				
Internal Pressure	1052 ‹	151 ‹	95 ⌃	302 ‹	189 ⌃
Internal Suction	893 ‹	128 ‹	80 ⌃	257 ‹	161 ⌃
LEEWARD WALL					
Internal Pressure	1109 ›	159 ›	100 ⌃	319 ›	200 ⌃
Internal Suction	1027 ›	148 ›	92 ⌃	295 ›	185 ⌃

WIND DIRECTION → LEEWARD WALL

WIND DIRECTION ← WINDWARD WALL



x = Horizontal
y = Vertical

Important Note:

When your bi-fold door is opening or in the wide open position, the door tends to pull away from the building at the hinge line also putting stress on each building column where the roller moves along the column flange. The building manufacturer/contractor/owner is responsible to insure that the building structure is capable of handling all the imposed loads. All materials not supplied by Schweiss are the full responsibility of others!!

101216 8:15

ACTION ITEMS

SCHWEISS THE DOOR LEADER | BIFOLD DOOR SPECS | A-3 SPEC SHEET

Tel: 507-426-8273 | Fax: 507-426-7408 | schweissdoors.com

Order Number: **Bid Number:** 101216 TA **Bid Date:** 10/12/16

Door Width	Door Height	Wdg.	Overall Height	Door Style	Drive Type	Lift Type	Truss	Hinge Style	Tot W - Inches	Tot H - Inches
45'-6.00"	11'-8.00"	24"	13'-8.00"	SCHWEISS	Bottom Drive	Std. Cable	Internal	Single Hinges	550"	164"

☒ ***PRELIMINARY SPECS*** - These are Preliminary Spec Sheets - do not manufacture the building header/columns using these specs. This is a rough estimate of what the door measurements and weights will be when purchased.

☐ ***FINAL SPECS*** - AS OF 10/12/16 Will be provided when the door contract is finalized.

Minimum Bi-Fold Door Header Requirements

1. Maximum Allowable Vertical Deflection L / 180 Maximum under Dead + Live Load or Dead + Snow Load Combinations. Vertical Frame Deflection must be held so that the door will open when the full snow load is applied to the building.
2. Deflection Increases from 0" at Door Side Columns to the maximum allowable deflection at the center of the door.
3. Maximum Allowable Horizontal Frame Drift is H/60 in the plane of the wall containing the door.

Minimum Bi-Fold Door Side Column Requirements

4. L / 90 (Wind Load) Maximum Allowable Inward or Outward Deflection of Your Buildings Bi-Fold Door Side Columns:
5. L / 180 (Dead Load of Door)
6. 3/8" Recommended Minimum Flange Thickness of Your Buildings Bi-Fold Door Side Columns:

Information for Building Desigeners

Designing the Door Side Column for Bi-Fold Doors.

7. The door side column must be designed to withstand the roller forces as the door opens. Due to the door roller the column flange must be designed to limit the deflection of the flange as the door opens.

Design the door side columns for:

8. Major axis bending due to the Roller Forces (Bx) shown on the Door Reactions Chart.
9. Axial load by the building framing on the door side column (including the dead load of the door).
10. Design for combined major axis bending and axial load per the provisions of the governing building code, The 2005 Manual of Steel Construction Chapter H.

Deflection Requirements for door side column:

11. Design the door side column for the same deflection requirements as required by the building code.

General Design Notes:

12. The door side columns, header and bracing should be designed by a qualified Professional Engineer.
13. Specific building conditions other than those indicated in the Spec Sheets may exist which require further engineering consideration.
14. Schweiss is not responsible for the size or design of the door header and side columns for your building. All materials not supplied by Schweiss are the full responsibility of others.
15. Door Dead Load is applied to the building when the door is open or closed.
16. It is the building designers responsibility to combine the door reactions with the appropriate load combinations.

Upgrade Equipment - Customer's Choice

You may add any accessory to your Bi-Fold Door, Schweiss strongly recommends these accessories be used on every door.

Only included with your order if the box is checked

1. ☐ Top Override Jiggle Switches
2. ☐ Side Latch Jiggle Switches
3. ☐ Electric Photo Eye Sensors
4. ☐ 3 Button Automatic Switch
5. ☐ Door Base Safety Edge
6. ☐ Warning Lights and Horn
7. ☐ Emergency Back-Up Hand Crank

Read the Schweiss

"Safety Information and Operation Manual"

The Schweiss Bi-Fold Doors Safety Information and Operation Manual should be read by anyone involved in the design, specifications, selection or purchase of an industrial bi-fold door operator or automated bi-fold door system.

Call Us If You Have Any Questions

If you have any questions or comments about your bi-fold door's safe operation or its design, call us at the numbers listed at the top of the page and talk to our knowledgeable staff at the factory.

SCHWEISS THE DOOR LEADER
BIFOLD DOOR SPECS
Tel: 507-426-8273 Fax: 507-426-7408 schweissdoors.com

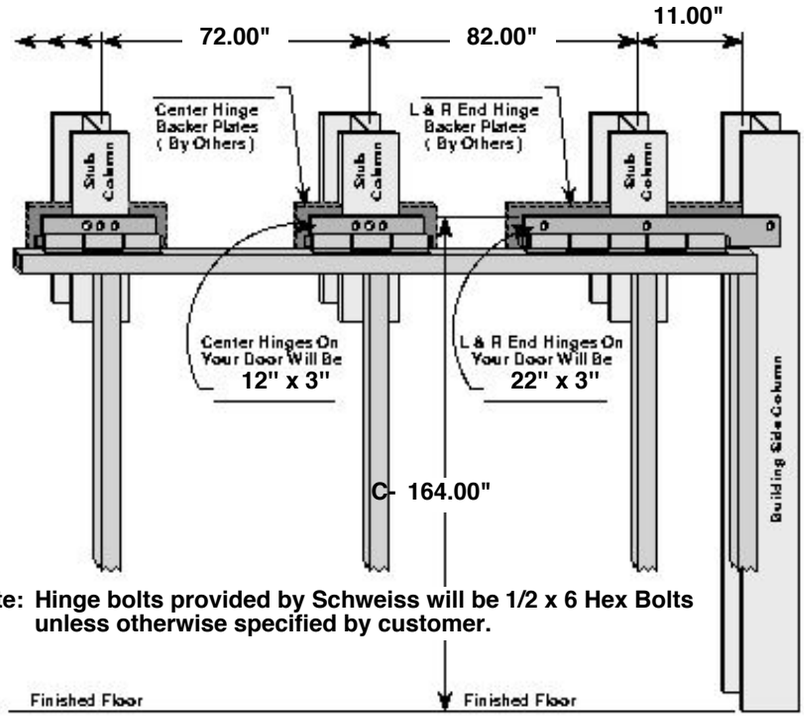
A-4 SPEC SHEET

Order Number:				Bid Number:	101216 TA		Bid Date:	10/12/16		
Door Width	Door Height	Wdg.	Overall Height	Door Style	Drive Type	Lift Type	Truss	Hinge Style	Tot W - Inches	Tot H - Inches
45'-6.00"	11'-8.00"	24"	13'-8.00"	SCHWEISS	Bottom Drive	Std. Cable	Internal	Single Hinges	550"	164"

Attaching Bi-Fold Door To Your Building

Typical I-Beam Building Side Column With Stub Columns

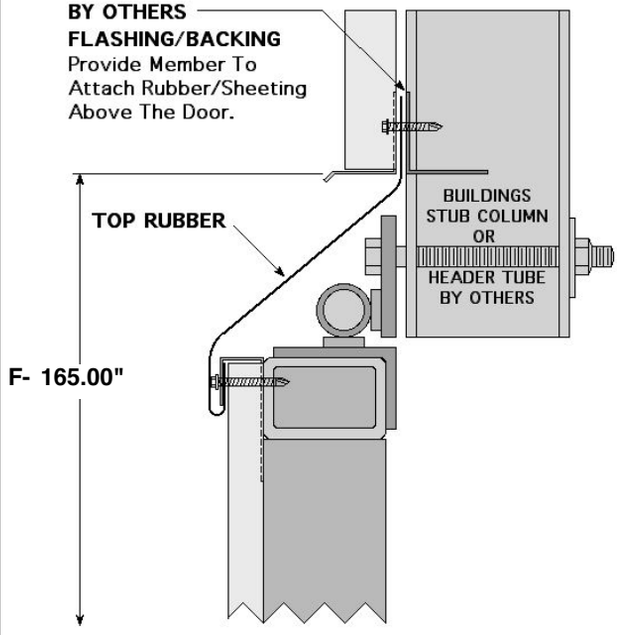
- Bolt Through Side Columns and Stub Columns.
- Hinge Backer Plate Provided By Building Manufacturer/Owner/Contractor.
- Hinge Backer Plate Thickness Determined By Building Manufacturer.
- Recommended Hinge Backer Plate Sizes - See Below...



Note: Hinge bolts provided by Schweiss will be 1/2 x 6 Hex Bolts unless otherwise specified by customer.

Sheeting Above Your Bi-Fold Door

- Sheet above door at the height shown below.
- Provide proper backing to attach sheeting and door top rubber to at this height.



Owners / Contractors and Building Manufacturers:

When working with contractors or construction companies **it is your responsibility to pass** this information on to them. The Building Manufacturer / Contractor / Owner is responsible to ensure that the building structure is capable of handling all the imposed loads. All materials not supplied by Schweiss are the full responsibility of others!!

The Customer / Contractor / Building Manufacturer is responsible for ensuring that the correct version of the A-1 thru A-7 Spec Sheets are being used for their door. Schweiss Distributing is **Not** liable for the Customer / Contractor / Building Manufacturer using an obsolete version of the A-1 thru A-7 Spec Sheets.

I have read through Spec Sheets A-1, A-2, A-3, A-4, A-5, A-6, A-7 and agree to them.

☒ ***PRELIMINARY SPECS*** - These are Preliminary Spec Sheets - do not manufacture the building header/columns using these specs. This is a rough estimate of what the door measurements and weights will be when purchased.

☐ ***FINAL SPECS*** - **AS OF 10/12/16** Will be provided when the door contract is finalized.

Customer: _____
SIGNATURE

Thank You :
Sales Person _____*Julie Schafer*_____

101216 8:15

Schweiss furnishes the bi-fold door frame.

Hinge Locations for your Bi-Fold Door

Field drill the hinge header holes when you are installing the bi-fold door.
Distance from the right side of the clear opening to the center of the holes on each of the single hinges.
Left and Right End Hinges:
Important: Each end hinge of the bi-fold door will overlap the building side column and must be attached securely to each building side column.

	Distance Between Hinges	Hinge Locations
19th		
20th		
21st		
22nd		
23rd		
24th		
25th		
26th		
27th		
28th		
29th		
30th		
31st		

Door Width		Door Height	Wedge
45' 6"	X	11' 8"	24"

	Hinge Locations	Distance Between Hinges
18th		
17th		
16th		
15th		
14th		
13th		
12th		
11th		
10th		
9th		11.00"
8th	535.00"	82.00"
7th	453.00"	72.00"
6th	381.00"	72.00"
5th	309.00"	72.00"
4th	237.00"	72.00"
3rd	165.00"	72.00"
2nd	93.00"	82.00"
1st	11.00"	11.00"

Door Width	Door Height	Wdg.	Overall Height	Door Style	Drive Type	Lift Type	Truss	Hinge Style	Tot W - Inches	Tot H - Inches
45'-6.00"	11'-8.00"	24"	13'-8.00"	SCHWEISS	Bottom Drive	Std. Cable	Internal	Single Hinges	550"	164"

Order Number: 101216 TA Bid Date: 10/12/16

SCHWEISS THE DOOR LEADER
BIFOLD DOOR SPECS
Tel: 507-426-8273 Fax: 507-426-7408 schweissdoors.com
A-3 SPEC SHEET

(69)

ACTION ITEMS

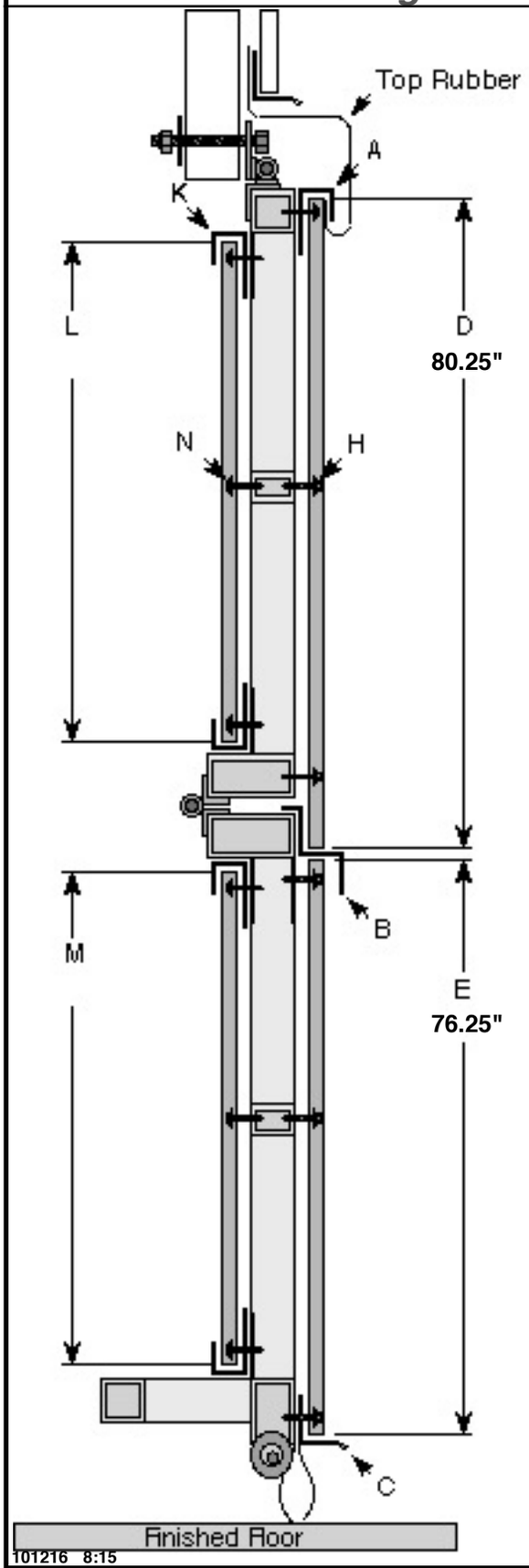
ACTION ITEMS

SCHWEISS THE DOOR LEADER | BIFOLD DOOR SPECS | Tel: 507-426-8273 | Fax: 507-426-7408 | schweissdoors.com | A-6 SPEC SHEET

Order Number: | Bid Number: 101216 TA | Bid Date: 10/12/16

Door Width	Door Height	Wdg.	Overall Height	Door Style	Drive Type	Lift Type	Truss	Hinge Style	Tot W - Inches	Tot H - Inches
45'-6.00"	11'-8.00"	24"	13'-8.00"	SCHWEISS	Bottom Drive	Std. Cable	Internal	Single Hinges	550"	164"

External Sheeting and Trim Provided By: Customer Responsibility

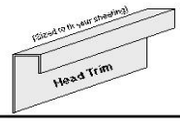


Leave your end wall open or un-sheeted until the door is installed! If the end wall is to be fully sheeted before the door is completed, do not nail or fasten the bottom of the sheets above the door frame.

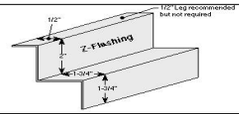
NOTE: SD = Sheeting Depth

A 47' H-Trim 26g. - 3xSDx1

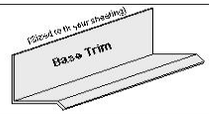
WD



B 47' Z-Trim 26g. - 1x2xSDx1.75



C 47' B-Trim 26g. - 2.75xSDx.75

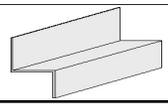


	Qty	Length	
D	16	80.25"	Sheeting
E	16	76.25"	Sheeting

F

H2

G

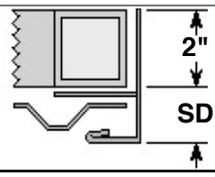


H 469 1" Fine Thread Tek Screws w/ Seal Washer

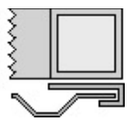
I 29' F-Trim 26g. - 2x2.75xSDx1

Customers choice on side trim style.
Either style works well.
If provided by Schweiss you will receive IA "F-Trim".

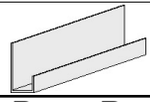
IA-



IB-



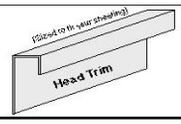
J



Liner Sheeting and Trim Prov. By: Customer Responsibe

Flash For Liner Sheeting = Not Set-Up for Liner Sheeting

K



	Qty	Length	
L			
M			

N

101216 8:15

ACTION ITEMS

SCHWEISS THE DOOR LEADER

BIFOLD DOOR SPECS

Tel: 507-426-8273 Fax: 507-426-7408 schweissdoors.com

A-7 SPEC SHEET

Order Number: Bid Number: 101216 TA Bid Date: 10/12/16

Door Width	Door Height	Wdg.	Overall Height	Door Style	Drive Type	Lift Type	Truss	Hinge Style	Tot W - Inches	Tot H - Inches
45'-6.00"	11'-8.00"	24"	13'-8.00"	SCHWEISS	Bottom Drive	Std. Cable	Internal	Single Hinges	550"	164"

DETAILED DRAWING
OBSTRUCTIONS INSIDE OF THE DOORS CLEAR OPENING

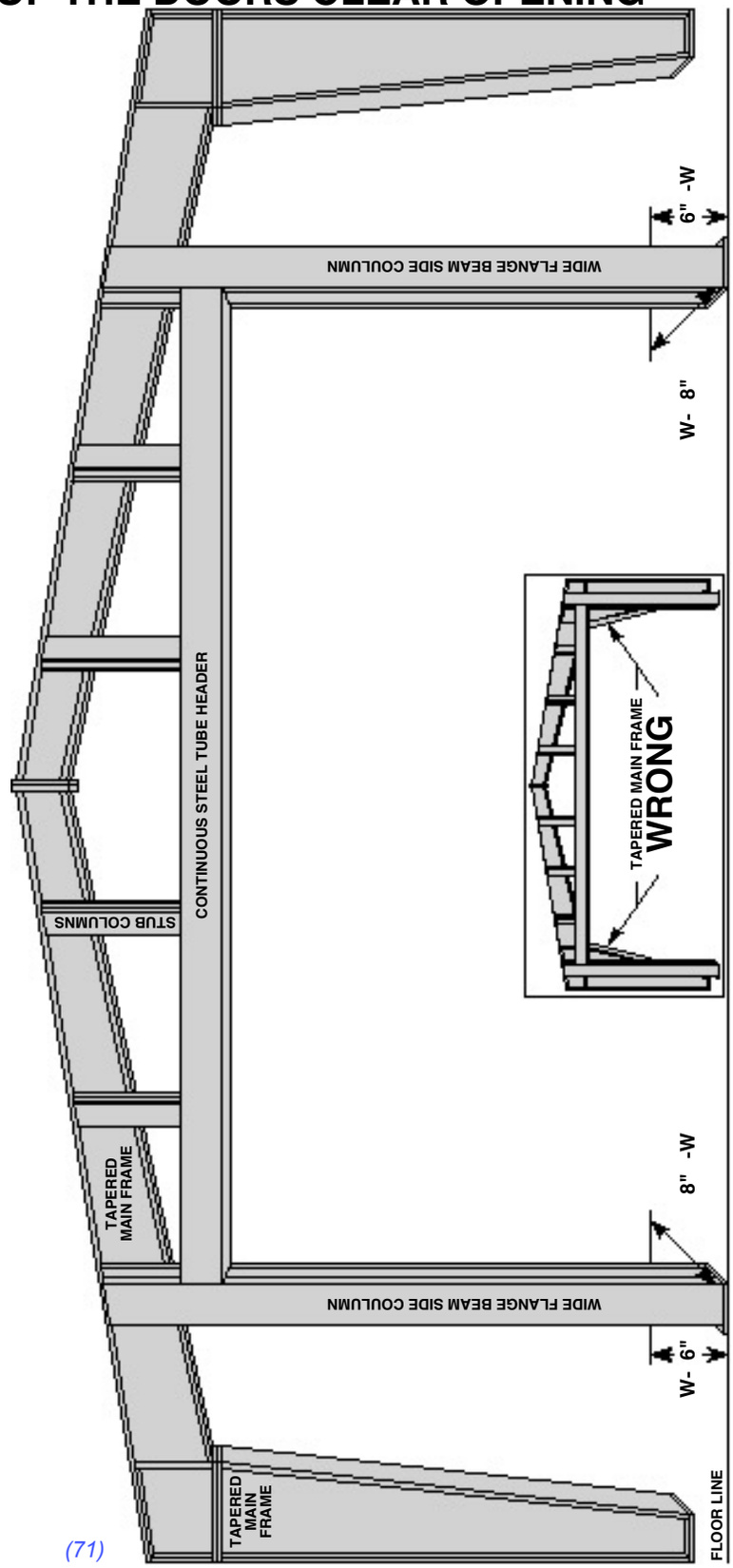
Door Opening - Internal Clearance Required

When the bi-fold door comes with internal trusses and/or automatic side latches, the building manufacturer must provide the proper internal clearances inside of the doors clear opening. Schweiss is calling out the distances below and it is the customers/building manufacturers responsibilty to ensure these clearances are met for your door to function properly. Pass this information on to your building manufacturer.

VERY IMPORTANT: Keep This Area Clear of Obstructions

There must be no obstacles or obstructions inside of your clear opening at the dimensions listed below.
Examples: No Tapered Main Frames, Interior Walls, etc...

W - Bottom Truss..... - Allow 8" back at 6" up.



101216 8:15

Commission Memo

Prepared by: Anne Medenbach
Date: February 21, 2017
Re: Lower Mill Wetland/Soil Engineering – Vista GeoEnvironmental

---

There are two remaining projects to complete on Lot 902 at the Lower Mill redevelopment site. Lot 902 borders Hwy. 35 and was expanded in 2016 with acquisition of an adjacent 2.53 acres.

Project 1: The lot hosts a delineated wetland that is 0.86 acres in size. This wetland needs to be filled and then mitigated (replaced) off-site.

Project 2: 20,000CY of soil and wood waste was removed from Lots 1011 and 1015. That material was stockpiled on Lot 902 for disposal at a later date.

Vista GeoEnvironmental (Vista) has submitted a proposal (attached) to complete the engineering, bid specifications permit processes, and pre-bid project management for both projects simultaneously. On-site project management will be included with a future proposal once construction contracts are in place. Surveys are not included in this proposal. Surveys will be performed by Terra Surveying with an estimated cost of $2,500.

Project 1 Timeline: Once Vista has been engaged, their first task will be to coordinate with Schott & Associates on both preliminary 1200-C and wetland fill and mitigation permits. Once the initial plan is approved by Department of State Lands (DSL), Vista will prepare the bid documents and specs for the fill, mitigation, and grading work for the final permit application and construction bidding. Permit application is anticipated to occur in May 2017 with permit approval in early 2018. Bidding for construction will occur in spring of 2018.

Project 2 Timeline: Bid documents and specs will be prepared with the grading plan in early 2017, with construction bidding immediately to follow. The soil will be moved to the Airport and placed in no-development zones which have been identified as appropriate fill locations. A 1200-C permit may or may not be needed, depending on the final locations. This project will take 2-3 months due to the amount of material and the schedule restrictions at the Airport due to weather and traffic conditions. The goal is to contract the work to be done in April/May 2017 and complete in Oct/Nov of 2017. Coordination will be done by Vista and Port staff to ensure communication is clear regarding access expectations and conflicting projects.

RECOMMENDATION: Approve contract with Vista GeoEnvironmental Services for civil engineering services in an amount not to exceed $39,150, plus reasonable reimbursable expenses.

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Personal Services Contract For Services Under $50,000

1. This Contract is entered into between the Port of Hood River ("Port") and **Vista GeoEnvironmental Services LLC,** A Limited Liability Company ("Contractor"). Contractor agrees to perform the Scope of Work described in attached Exhibit A to Port's satisfaction for a maximum consideration not to exceed **$39,150**. Port shall pay Contractor in accordance with the schedule and/or requirements in attached Exhibit A.

2. This Contract shall be in effect from the date at which every party has signed this Contract through **December 31, 2017**. Either Contractor or Port may terminate this Contract in the event of a breach of the Contract by the other. Port may terminate this Contract for any reason by giving 15 days written notice to Contractor at Contractor's address listed below. If Port terminates this Contract, Contractor shall only receive compensation for work done and expenses paid by Contractor prior to the Contract termination date.

3. All work products of the Contract which result from this Contract are the exclusive property of Port. Port shall have access to all books, documents, papers and records of Contractor which relate to this Contract for purpose of making audit, examination, excerpts, and transcripts for a period of three years after final payment.

4. Contractor will apply that skill and knowledge with care and diligence to perform the work in a professional manner and in accordance with standards prevalent in Contractor's industry, trade or profession. Contractor will at all times during the term of the Contract be qualified, professionally competent, and duly licensed to perform the work.

5. Contractor certifies that Contractor is an Independent Contractor as defined in ORS 670.600 and shall be entitled to no compensation other than that stated above.

6. Contractor shall indemnify, defend, save, and hold harmless Port, its Commissioners, officers, agents, and employees from all claims, suits, or actions of whatsoever nature resulting from or arising out of the activities of Contractor or its subcontractors, agents or employees under this Contract. Contractor shall provide insurance in accordance with attached Exhibit B.

7. This Contract may be executed in any number of counterparts, and any single counterpart or set of counterparts signed, in either case, by all parties hereto shall constitute a full and original instrument, but all of which shall together constitute one and the same instrument.

8. This Contract shall be governed by the laws of the State of Oregon and any litigation involving any question arising under this Contract must be brought in the Circuit Court in Hood River County, Oregon. If any provision of this Contract is found to be illegal or unenforceable this Contract shall remain in full force and effect and the provision shall be stricken.

9. Contractor shall adhere to all applicable federal, state, and local laws and regulations, including those governing its relationship with its employees.

10. This Contract contains the entire agreement between Contractor and Port and supersedes all prior written or oral discussions or agreements. Any modification to this Contract shall be reduced to writing and signed by the Contractor and Port. Contractor shall not assign this Contract or subcontract its work under this Contract without the prior written approval of Port.

11. The person signing below on behalf of Contractor warrants they have authority to sign for and bind Contractor.

Contractor:		**Port of Hood River**	
Signed:		Signed:	
Title:		Title:	Executive Director
Date:		Date:	
Address:	489 N. 8th Street, Ste 201, Hood River, OR 97031	Address:	1000 E. Port Marina Drive, Hood River, OR 97031
Phone/Email:	(541) 386-6480/ cgarrido.VISTA@gmail.com	Phone/Email:	(541) 386-1645/ porthr@gorge.net

Personal Services Contract
Exhibit A

I. SCOPE OF WORK:

Location: 3289 Neal Mill Creek, Odell OR, 97031 "Lower Mill."

Summary: Provide engineering services for 2 projects:

a. Wetland fill permitting at the Lower Mill site. Design, engineering, bid specifications and bid document coordination with Port, permitting agency and Schott & Associates.
b. Dirt pile move at the lower mill site. Design, engineering, bid specifications and bid document coordination with Port.

Detailed Scope of Work attached in Exhibit C

II. DELIVERABLES AND TIMEFRAME:

The deliverable(s) covered under this Contract shall be: See attached Exhibit C

Milestone and completion dates for each project will be established in writing hereafter.

III. CONSIDERATION:

Consideration is not to exceed $39,150 per the budget as shown in Exhibit D.

This contract may be completed in phases. Work will not begin and cost will not be incurred on the wetland permit task, until such time as Schott & Associates has received approval by the permitting agency that the plan submitted is acceptable.

Hourly rates under this Contract shall be as shown on the rate schedule attached.

Reimbursables under this Contract shall be: mileage, postage, printing.

IV. BILLING AND PAYMENT PROCEDURE:

The Contractor shall submit to the Port for payment an itemized invoice in a form and in sufficient detail to determine the work performed for the amount requested. The invoice shall contain at a minimum:

- Invoice date
- Contract project title
- Record of hours worked and a brief description of activities
- Billing rate applied
- Description of reimbursable items

Invoices may be submitted monthly, or at such other interval as is specified below:

The Port shall process payment in its normal course and manner for Accounts Payable, net 30 days.

Personal Services Contract
Exhibit B

INSURANCE
Contractors, please send this to your insurance agent immediately.

During the term of this Contract, Contractor shall maintain in force at its own expense, each insurance noted below:

1. Workers' Compensation insurance in compliance with ORS 656.017, which requires subject employers to provide Oregon workers' compensation coverage for all their subject workers. (Required of contractors with one or more employees, unless exempt order ORS 656.027.)

___x__ Required and attached OR _____ Contractor is exempt

Certified by Contractor: _____
Signature/Title

---

2. Commercial General Liability insurance on an occurrence basis with a limit of not less than $1,000,000 each occurrence for bodily injury and property damage and $2,000,000 general aggregate. The Liability Insurance coverage shall provide contractual liability. The coverage shall name the Port of Hood River and each of its Commissioners, officers, agents, and employees as Additional Insured with respect to the Contractor's services to be provided under the Contract.

_____x_____ Required and attached Waived _____

3. Automobile Liability insurance with a combined single limit of not less than $1,000,000 each occurrence for bodily injury and property damage, including coverage for owned, hired, or non-owned vehicles, as applicable.

_____x____ Required and attached Waived _____

4. Professional Liability insurance with a $1,000,000 per claim and $1,000,000 in the aggregate for malpractice or errors and omissions coverage against liability for damages, including personal injury, death or damage of property, including loss of use thereof, arising from the firm's acts, errors or omissions in any way related to this Contract.

_____x_____ Required and attached Waived by Finance Manager _____

5. **Certificate of Insurance.** As evidence of the insurance coverage required by this Contract, the Contractor shall furnish acceptable insurance certificates to the Port at the time Contractor returns the signed Contract.

   The General Liability certificate shall provide that the Port, its Commissioners, officers, agents, and employees are Additional Insured but only with respect to the Contractor's services to be provided under this Contract.

   Endorsement CG 20 10 11 85 or its equivalent must be attached to the Certificate. The Certificate must contain a standard 30 day notice of cancellation clause which guarantees notification in writing to the Certificate Holder (Port of Hood River). Insuring companies or entities are subject to Port acceptance. If requested, complete copies of the insurance policy shall be provided to the Port. The Contractor shall be financially responsible for all pertinent deductibles, self-insured retentions, and/or self-insurance.

EXHIBIT C

VISTA GEOENVIRONMENTAL SERVICES

489 N. 8TH STREET, SUITE 201
HOOD RIVER, OREGON 97031
541.386.6480

January 31, 2017

Ms. Anne Medenbach
Development/Property Manager
Port of Hood River
1000 E Marina Drive
Hood River, Oregon 97031

Subject: Proposal for Civil Engineering Services
Lower Hanel Mill Site & Ken Jernstedt Airfield
Hood River, Oregon

Dear Ms. Medenbach:

Vista GeoEnvironmental Services, LLC (VISTA) is pleased to submit this proposal for civil engineering services to prepare a Grading Plan for a Wetland Mitigation at the Lower Hanel Mill site in Odell, Oregon, and a Grading Plan for approximate 20,000 CY of Soil Placement at the Ken Jernstedt Airfield in Hood River, Oregon.

PROJECT BACKGROUND

The Port of Hood River is planning to relocate an existing wetland located at the Lower Mill site in Odell, Oregon. Wetland mitigation will be required; Vista will prepare a grading plan following directions from Martin Schott and Associates (wetland specialists) to design the new wetland area. Vista understands that the new location of the wetland is on an existing pond adjacent to the Cascade Pet Camp property. The grading plan will also provide access to the pond for the Cascade Pet Camp.

The Port of Hood River is also planning to relocate a stockpile of approximately 20,000 CY of soil and wood debris. The stockpile is located on the Lower Hanel Mill site in Odell, and it will be moved to the Ken Jernstedt Airfield, located in Hood River, Oregon. Vista will prepare a Grading Plan to place the soil such that the material will not restrict airport activities.

PROPOSED SCOPE OF SERVICES

Our proposed scope of services is based on several meetings between Port personnel, Martin Schott and Associates, Vista engineers, and field visits made during December

2016. Vista proposes the following tasks to develop a set of general civil construction drawings and specifications for both projects:

Lower Hanel Mill Site / Wetland Mitigation

Task 1: 1200 C Permit

Deliverables:

- Application Report in PDF format;
- Erosion and Sedimentation Control Cover Sheet;
- Existing Conditions; Erosion and Sedimentation Control Plan;
- Proposed Grading; Erosion and Sedimentation Control Plan; and
- Erosion and Sedimentation Standard Details in CAD and PDF Format.

Task 2: Stormwater Management Plan

Vista will prepare a Stormwater Management Plan Report in conformance with the requirements of Hood River County. This report will contain historic and proposed drainage patterns, the design of storm drainage infrastructure required to convey developed flows along with calculations, drawings and charts as required to support the proposed design.

This report will be part of the wetland mitigation study that will be performed by Schott and Associates, and it will be submitted to the Oregon Department of Environmental Quality (ODEQ) and Hood River County Public Work Engineering Department (HRCPW) for their review and approval.

Deliverables:

- Stormwater Report in PDF format

Task 3: Grading Plan

Vista will design a grading plan for a wetland mitigation that is proposed next to the Cascade Pet Camp property; this grading plan will provide access to the pond from the Pet Camp property. In addition, Vista will prepare a grading plan for the area

where the existing wetland to be mitigated is located. This grading plan will be designed to match existing conditions of areas surrounding the site.

Deliverables:

- Cover Sheet;
- General Notes;
- Erosion and Sediment Control;
- Grading Plan; and
- Drainage and Storm Sewer; and
- Standard Details in CAD and PDF format.

Task 4: Specification Bid, Contract Documents, and Project Management

Vista will prepare specifications and contract documents for this project. We have allocated 80 hours that will cover this task and include the time for project management activities.

- Technical Specifications, Contract Documents and Bidding form in Microsoft Word and PDF format.

Ken Jernstedt Airfield / Soil Placement

Task 5: 1200 C Permit

Vista will prepare a 1200 C Permit application and will produce a set of drawings for the Ken Jernstedt Airfield - Soil Placement project. Application and drawings will be submitted to ODEQ, HRCPW and Oregon Department of State Lands (DSL).

Deliverables:

- Application Report in PDF format;
- Erosion and Sedimentation Cover Sheet;
- Existing Conditions; Erosion and Sedimentation Control Plan;
- Proposed Grading, Erosion and Sedimentation Control Plan; and
- Erosion and Sedimentation Standard Details in CAD and PDF format.

Task 6: Grading Plan

Vista will design a grading plan to place approximately 20,000 CY of soil and wood debris in different areas at the Ken Jernstedt Airfield. This design will be performed with the input of the airfield personnel to ensure that the placement of this material does not restrict airport activities.

Deliverables:

- Cover Sheet;
- General Notes;
- Erosion and Sediment Control;
- Grading Plan;
- Drainage and Storm Sewer; and
- Standard Details in CAD and PDF Format.

Task 7: Specification Bid, Contract Documents, and Project Management

Vista will prepare specifications and contract documents for this project. We have allocated 40 hours that will cover this task and include the time for project management activities.

- Technical Specifications, Contract Documents and Bidding form in Microsoft Word and PDF format

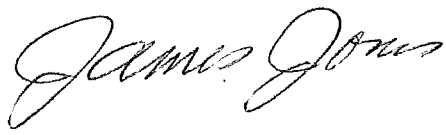
PROPOSED BUDGET AND AUTHORIZATION

The proposed budget for the proposed scope of services is $39,150.00 as shown in the attached table. The scope of services will be performed in accordance with the attached General Terms and Conditions, which is hereby made part of this proposal. VISTA will bill for its services on a time and materials basis consistent with the proposed billing assumptions provided on the attached table and will begin work on receiving authorization from you to proceed. In the event conditions change, unforeseen circumstances are encountered, or work efforts are redirected, we will seek your authorization to modify the scope of work and cost estimate.

We appreciate the opportunity to submit this proposal, and we look forward to working with you on this project. If you have any questions or require any additional information, please do not hesitate to contact us.

Sincerely,
Vista GeoEnvironmental Services, LLC

Carlos Garrido, CE-EIT
Asociate



James Jones. P.E.
Senior Engineer

Attachment: Proposed Budget
General Terms and Conditions

EXHIBIT D

Client: Port of Hood
Site: Hanel Mill - Hood Riv
Project: Hanel Mill Wetland Mitigation Grading Plan
Hood River Airport Grading Plan for Soil Placement
Vista Proposal No.: 122

LABOR				Lower Hanel Mill Site / Wetl								Ken Jernstedt Airfield /						TOTALS	
				1200 C Permit		Stormwater Management Plan		Grading Plan		Project Management		1200 C Permit		Grading Plan		Project Management			
LABOR CATEGORY	Personnel	Unit	Rate	Hrs	$	Hrs	$	Hrs	$	Hrs	$	Hrs	$	Hrs	$	Hrs	$	Hrs	$
Principal	North, R	HR	$ 155.00		$ -	2.00	$ 310.00	-	$ -	12.00	$ 1,860.00	-	$ -	-	$ -	12.00	$ 1,860.00	26.00	$ 4,030.00
Snr Proj Prof	Jones, J	HR	$ 125.00	-	$ -	12.00	$ 1,500.00	8.00	$ 1,000.00	-	$ -	-	$ -	6.00	$ 750.00	-	$ -	26.00	$ 3,250.00
Project Manager	Garrido, C	HR	$ 115.00	4.00	$ 460.00	4.00	$ 460.00	-	$ -	40.00	$ 4,600.00	4.00	$ 460.00	4.00	$ 460.00	24.00	$ 2,760.00	80.00	$ 9,200.00
Snr Proj Prof	Garrido, C	HR	$ 115.00	16.00	$ 1,840.00	8.00	$ 920.00	32.00	$ 3,680.00	-	$ -	16.00	$ 1,840.00	32.00	$ 3,680.00	-	$ -	104.00	$11,960.00
Project Prof	Eddy, M	HR	$ 95.00	8.00	$ 760.00	4.00	$ 380.00	24.00	$ 2,280.00	-	$ -	8.00	$ 760.00	8.00	$ 760.00	-	$ -	52.00	$ 4,940.00
CADD Drafter	Rice, J	HR	$ 65.00	8.00	$ 520.00	4.00	$ 260.00	12.00	$ 780.00		$ -	8.00	$ 520.00	8.00	$ 520.00	-	$ -	40.00	$ 2,600.00
Office Support	Kimura, J	HR	$ 65.00	2.00	$ 130.00	2.00	$ 130.00	2.00	$ 130.00	4.00	$ 260.00	2.00	$ 130.00	2.00	$ 130.00	4.00	$ 260.00	18.00	$ 1,170.00
		Subtotal Labor		38.00	$ 3,710.00	36.00	$ 3,960.00	78.00	$ 7,870.00	56.00	$ 6,720.00	38.00	$ 3,710.00	60.00	$ 6,300.00	40.00	$ 4,880.00	346.00	$37,150.00

EXPENSES	Unit	Rate	QTY	$	QTY	$	QTY	$	QTY	$	QTY	$	QTY	$	QTY	$	QTY	$
Communication	% DL			$ -		$ -		$ -		$ -		$ -		$ -		$ -	-	$ -
Mileage	Each	$ 25.00	4.00	$ 100.00	8.00	$ 200.00	4.00	$ 100.00	10.00	$ 250.00	4.00	$ 100.00	4.00	$ 100.00	6.00	$ 150.00	40.00	$ 1,000.00
General Expenses	Each	$ 50.00	2.00	$ 100.00	2.00	$ 100.00	2.00	$ 100.00	6.00	$ 300.00	2.00	$ 100.00	2.00	$ 100.00	4.00	$ 200.00	20.00	$ 1,000.00
Adjustment	LS	$ 1.00		$ -		$ -		$ -		$ -		$ -		$ -		$ -	-	$ -
	Subtotal Expenses			$ 200.00		$ 300.00		$ 200.00		$ 550.00		$ 200.00		$ 200.00		$ 350.00		$ 2,000.00
LABOR & EXPENSES SUBTOTAL				$ 3,910.00		$ 4,260.00		$ 8,070.00		$ 7,270.00		$ 3,910.00		$ 6,500.00		$ 5,230.00		$39,150.00

TASK AND PROJECT TOTALS	$ 3,910.00	$ 4,260.00	$ 8,070.00	$ 7,270.00	$ 3,910.00	$ 6,500.00	$ 5,230.00	$39,150.00

(83)

ACTION ITEMS